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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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## AS OTHERS SEE US.

*International Seamen's Congress.*—"The recognised organ of seafaring men."  
*Resolution passed at meetings of seafaring men in principal ports:*—"This meeting pledges itself to support SEAFARING."  
*Ship Masters' and Officers' Union.*—"Best medium for advertising."  
*Morning Advertiser.*—"Smartly written."  
*Daily Chronicle.*—"Ablly conducted."  
*Reynolds's Weekly Newspaper.*—"Bright."  
*Marine Record.*—"Doing pioneer work."  
*Coast Seamen's Journal.*—"Come to stay."  
*Railway Review.*—"Circulation nearly 20,000."  
*Literary World.*—"Will be appreciated by all who go down to the sea in ships."  
*Coast Seamen's Union (San Francisco).*—"A worthy champion of the sailors' cause."  
*Star.*—"Good literary matter."  
*Liverpool Daily Post.*—"Most popular."  
*Glasgow Herald.*—"Interesting."  
*Liverpool Mercury.*—"The organ of the seafaring class."  
*Weekly Times and Echo.*—"The parent of the Seamen's and Fishermen's Unions."  
*Weekly Dispatch.*—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."  
*The People.*—"Useful."  
*Liverpool Echo.*—"Multiform attractions."  
*The Democrat.*—"Useful work."  
*Seaboard.*—"A warranty of long life."  
*Baillie.*—"Dealing even-handed justice."  
*Weekly Budget.*—"A career of much prosperity and usefulness."  
*Mercantile Marine Service Association Reporter.*—"Written in true sailor style."  
*Scottish Leader.*—"Its sails are already filled with a favouring breeze."  
*Derry Journal.*—"High reputation."  
*Western Daily Press.*—"Full of original matter."  
*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."  
*Engineers' Gazette.*—"Rapidly improving."  
*Southampton Observer.*—"Zeal and ability."  
*Tonbridge Free Press.*—"Interesting to everybody."  
*Hampshire Independent.*—"Well conducted."  
*Cork Examiner.*—"Most valuable."  
*South Wales Echo.*—"Well edited."  
*Hastings News.*—"A welcome guest."

## YARNS.

EXLV.

### DEATH-BED CONFESSIONS.

BY A CLERGYMAN WHO HAS HEARD THEM.

It has been my lot, writes a clergyman, to attend many death-beds at a large public institution where I was stationed for a number of years. To confess is good for the soul, so I encouraged the dying to confess, and in that way I have heard some terrible revelations of depravity. What is more, I have always had a taste for biography, and a good memory, therefore I can recall many gruesome stories, which, if published in SEAFARING, may serve to warn the ungodly to depart from their sins. As I shall not mention real names, I shall not betray confidence in recording some of these confessions. Let me take first, as one most likely to interest your readers, the story of a sailor—a very hardened if amusing character, and far from the worst sinner I had to deal with. Here is his tale, as nearly as possible in his own words as told me in the prison infirmary many years ago.

Yes, Sir, I've been a bit of a wild 'un in my time. I was scarce turned twelve year of age when I robs my father and runs away to sea. It was me as insulted some of the native women in one of them there South Sea Islands, and killed a couple of native chaps as tried to collar me, and that caused a massacre of sailors; that riled the Government and made it send a man-o'-war and burn the place down. I've got that to answer for, and I wish it was all. It was me as set fire to a ship and burned most of my mates to share the insurance money with the owner. I'm sure I deserve to go to hell for that, and I'll find the owner as put me up to the job there too. I once was in your line of business, Sir. If you'll believe me, I was. It comed about in this here way. The shipowner as had gi'en me the job to burn the ship and my mates would not stump up more cash, and had me imprisoned for demanding money with threats—for you see, Sir, I had no evidence that ever he put me on that there job. When I comed out I fell in with a chap as could talk, and we starts what he called a missionary society. My pal preached in the street, and I was shown as a haythen that he had brought from foreign to prove how badly civilisation was needed there. I was never what you calls a 'ansome feller. (He was the most ugly and diabolical looking ruffian I ever met) With a little faking up I looked the haythen and collected the money. I run'd away with it when I got tired o' that there game, and set up a sailors' boarding-house. I have

been in the slave trade in my time, and slit many a throat and killed more human beings by foul means than most soldiers have in battle. I've returned evil for good all my life, and damaged anyone as ever did me a good turn, but all my worst crimes were committed while I kept a seamen's boarding house. There I robbed, drugged, sold, and many times murdered seamen. Niggers is niggers, and don't reckon, but it was mean for a chap as had been a sailor himself to sarve sailormen so. That I said to myself, says I, when the pleecemen as was in the know blowed the gaff, and I got cotched. And now that I've come to die, the only thing that I have to set against all this is, that I once cheated a Jew out of a Gould watch and committed a burglary in a shipowner's house.

## FISHERMEN'S GRIEVANCES

BY A FISHERMAN.

In reading statistics of the various produce received at the several large markets in London, I came across an item 127,916 tons of fish, of which two-fifths came by water from the North Sea trawlers. A toll of £5,500 is charged upon the whole, so that it may appear to the guileless British public that the whole of the cost to the North Sea trawlers who fish in the fleets is £2,200 on the 51,176 tons, which is two-fifths of the whole, and the estimated quantity they send. Of course the North Sea trawlers land much more than that at other ports, but this question concerns the fish taken to London by the steam carriers. First we will take the Humber fleets, two from Hull, the Great Northern, and Steam Fishing and Ice Company, and the Great Grimsby Fishing and Ice Company. These three fleets send four-fifths of the 51,176 tons of fish to London. Average each box of fish weighs five stones, or 32 to a ton, there are in four-fifths of 51,176 tons, 1,310,104 boxes. Charge for freightage of each box 1s. 9d., use of box 3d., wharfage of box 1d., landing labour 1d. per box: first total, 2s. 2d.; or, for 1,310,104 boxes, at 2s. 2d. = £141,929.

Now it is a fair approximate to take 6s. 8d. as the average gross sale of a box of fish, or £33 6s. 8d. per 100 boxes, 5 per cent. charged for commission on gross, 5 per cent. charged (i.e., not in all cases) for use of engine on smack, thus, 10 per cent. on 6s. 8d. = 8d. per box, or £43,675 on 1,310,104 boxes. Admiral fees at three pence per cutter, from 250 vessels, which comprise these three fleets = £650 per annum. These vessels make each five voyages per annum, and the average oil bill is £1 per voyage, £1,250. Twenty-five

tons of coal used by each smack per annum for driving capstan engine = for 250 smacks over £4,000; 6,550 balls of white twine to string the boxes, at 5s. per ball = £1,637, tallys at 4s. per thousand, £262.

The one-fifth of the 51,176 sent by Hewitt & Co., the expenses are equal, if not more, than the Humber ports. Anyway, we will suppose them not more, and look how we stand:—

Humber Ports—		
First Expense, Freight, etc.	...	£141,929
Second " Commission, etc.	...	43,675
Third " Admiral Fees	...	650
Fourth " Oil Bills	...	1,250
Fifth " Coals	...	4,000
Sixth " Twine	...	1,637
Seventh " Tallys	...	262

Hewitt & Co., approximate one-fourth of three Humber fleets ... 48,350

Incidental expenses, over and above average, for 400 vessels per annum ... 8,247

£250,000

Expense thus is shown to be £5 nearly per ton, and the practical hard-working fisherman has to pay it.

R. M.

## FISHING EXAMINERS.

In a recent issue (Oct. 18) we published a letter from a correspondent, "A Certificated Skipper," who, referring to the article "Fishing Certificates," that appeared in our issue of Sept. 20, asks "How many persons the board of examiners should consist of, and whether the Board of Trade regulations permit one man to examine and pass candidates for skippers' and second hands' certificates?" The article "Fishermen and Examining Boards," which appeared in SEAFARING on Oct. 4, deals with the question, though, to explain more fully, we may state that the 132nd section of the Merchant Shipping Act, 1854, enacts that the Board of Trade may from time to time lay down rules as to the conduct of examinations and the qualifications of the applicants for certificates, and such rules shall be strictly adhered to by all examiners. The Board of Trade accordingly, so far as relates to the fishing service, laid down the rules dealt with by us on Oct. 4.

To make the matter more clear, however, it may be well to repeat that the real or professional examiners *must* be the examiner of masters and mates, or a principal officer of the Board of Trade or his assistant, and a smack-master, or a person who has been a smack-master and holds a certificate of qualification from the Board of Trade. Other gentlemen sitting at the examination board are but ex-officio members. From our correspondent's description, the gentleman remarked upon can only be one of the latter. It is beyond all question that the board cannot consist of one examiner only, for, in addition to the rule appointing two paid examiners, instructions are issued that the duty of the board's examiner—that is, the examiner of masters and mates, or the principal officer—will be to examine candidates in such subjects as the rule of the road, lights and fog signals, colour blindness, etc. The examiner who is or has been a fishing smack skipper, is instructed to undertake such subjects as the practical seamanship required in the management of trawlers, and any subjects specially applicable to the fishing trade. This proves

that there must be at least *two* examiners. Moreover, in the Fishing Boats Act and the Merchant Shipping Acts the word *examiners*, and not *examiner*, is used in all cases. If such a state of things, as our correspondent asserts, is in existence, it is a most unwarrantable infraction of the regulations, and the sooner steps are taken to prevent such an occurrence the better it will be for all interested. Were the attention of the President of the Board of Trade called to this grievance by the Federation of Fishermen, Sir Michael Hicks-Beach would no doubt have the affair investigated.

## NON-CERTIFICATED MEN.

The Shipmasters' and Officers' Union is having the following petition to Parliament signed:—"That whereas the Board of Trade in the year 1854 made it compulsory that all ships' officers in the foreign trade should be certificated seamen, up to the present time such compulsion has not been exercised in vessels sailing between this country and the Elbe, and Brest, and we, the certificated shipmasters and officers of Great Britain and Ireland, who have passed the Board of Trade examinations and obtained certificates of competency, consider it is time the honourable the Commons and Board of Trade took steps to compel every person who takes charge of a steamer or ship at sea, either in home or foreign trade, to prove his fitness for such charge by passing an examination to obtain a certificate entitling him to do so. And we further consider that it should be compulsory that all ships and steamers above 300 tons register carry a certificated second mate."

On this subject Captain Luccock, secretary of the Shipmasters' and Officers' Union, writes:—"There is much outcry from the shipowners regarding the alleged deterioration of our British seamen. Now, I would like to ask shipowners if they don't think it is high time their ships and steamers were not only manned by competent and efficient seamen, but is it not high time that legislation took place upon the efficiency of those who master and officer the ships of the English nation? Many may say, What are you going to do with those men who are now in the position of masters, mates, and second mates with no certificates? I reply that those men have now had since 1851 and 1854, 39 years to consider about getting a certificate, and it's never too late to mend. If they are fit and proper persons to remain in such positions, then let them prove their fitness by passing the home trade examinations which is provided by the Board of Trade. The above petition is now in every seaport of any note in Great Britain, and the certificated body of shipmasters and officers are determined to work heart and soul until we get our request granted in this matter. We have no wish to block the road of any intelligent seaman, but rather to press upon him the necessity of proving his intelligence to the world by obtaining a certificate from the Board of Trade. We hear of certificated schoolmasters, certificated inspectors of one class and another, then why should our ships and steamers be mastered and officered by something like 2,000 men with no certificates?"

ASSAULTING A MATE.—At West Hartlepool on Oct. 24, George Kinnersley, John Allen, and Thomas Jordison, the latter a fireman on board the steamer *Bavaria*, of Dundee, were charged with assaulting John Simpson, the mate of that vessel. Complaining, who bore upon his face the marks of ill-usage, said he had occasion to call the men on duty at about 12 o'clock on the previous night, but getting no reply went into the fore-castle, where he found Kinnersley, who was not engaged on the ship, quarrelling with some of the crew. He tried to quell the disturbance, when defendant set upon him and struck him violently in the face. He managed, with assistance, to get on deck, but the defendants followed him, and renewed the attack, knocking him down and kicking him. The men then absconded, and were apprehended a few hours afterwards. The charge having been fully proved, the Bench imposed fines of 40s. and costs, or a month.

MR. CHAMPION, the whilom Socialist, Trade Unionist, and Carlton Club agent, has soon been found out in Australia. He has just been described in a telegram from the leaders as an "enemy." We have been saying this for some time.—*Railway Review*.

## LABOUR TROUBLES.

### SEAMEN'S DISPUTES.

A very important meeting of the Bristol Channel Branch officials of the Seamen's Union, presided over by the general secretary, has been held at Cardiff, but no details are to hand from any trustworthy quarter. We hear that the National Seamen's Union has £30,000 in hand, and can readily raise £12,000 more if required, to fight the Owners' and Boarding Masters' Union.

At Penarth Police Court last Monday, Henry Wallace, James Carrigan, F. W. Woodhouse, and Robert Marsland, four firemen on board the steamer *Lizzie English*, of London, were charged with refusing to obey the lawful commands of the captain and officers of the ship. Mr. Vaughan, Cardiff, prosecuted on behalf of the owners of the vessel and the Shipping Federation, and Mr. J. H. Jones, Cardiff, defended. In opening the case Mr. Vaughan said the steamer left Barry on Saturday morning with the four prisoners on board, but the donkeyman did not put in an appearance. In consequence of this Wallace was promised that he should be put on the articles as donkeyman as soon as the vessel got outside, and another fireman was taken on board at the pierhead. The new fireman was a non-Union man, and consequently they refused to turn to, although they were repeatedly requested to go below to their work. The result was that the vessel had to be turned back from sea and was brought to anchor in Barry Roads, where she still lay. The four men were then placed in the custody of the police. James Munday, chief engineer on board the steamer *Lizzie English*, gave evidence. In cross-examination the witness said that the new fireman was fully competent to do his work and was not a navy. For the defence, Mr. J. H. Jones dwelt upon the assumption that the new fireman was an entirely inexperienced man, and that the defendants were fully justified in refusing to do his duty in addition to their own while at sea. He also strongly condemned the vindictive policy adopted by the Shipping Federation and the Boarding Masters' Union in connection with the present case. Mr. Trayes (the magistrate) said it was the duty of the Bench to send the four men to prison for a month with hard labour, without the option of a fine. Mr. Jones gave notice of appeal, and the prisoners were admitted to bail.

Some Union men, forming part of the crew of the steamship *Duchess*, lying in Roath Basin, Cardiff, left that vessel after signing articles, owing to some non-Union men being shipped with them. The Shipowners' Federation took up the matter, and applied for warrants. Summonses only were granted. The men are believed to be secreted in some parts of Cardiff, but, it is said, their names and descriptions have been sent to every shipping office in the kingdom. The Shipowners' Federation state their determination to prosecute these men.

At the Cork Police Court, on Nov. 4, Thomas Simmilkair, master of the City of Cork Steam Packet Company's steamer *St. Finbar*, prosecuted 16 members of the crew, for having on the 28th ult. combined to disobey lawful commands, neglected their duty, and impeded the navigation of the ship on her voyage to Liverpool. The evidence disclosed that on the date mentioned the steamer was ready to sail and was about to cast off her hawsers, when the defendants, who were seamen and firemen on board, refused to work the ship whilst there were boycotted cattle on board. Subsequently the cattle, some 20 head, belonging to the Cork Defence Union, were unshipped, and the vessel sailed after a delay of 12 hours. The defendants were all found guilty, but, upon their undertaking to sign an agreement in Court pledging themselves to take unconditionally all goods and cattle accepted for carriage, the passing of sentence was adjourned for one month.

### THE DOCKERS.

The Union leaders at the docks in London have been working night and day for the last week or so to complete the arrangements for the new agreement with the companies. Mr. Mann, Mr. McCarthy and Mr. Edwards have had little rest and no freedom from anxiety. All three are much worn, and Mr. Tillet has been completely broken down. It has been the most critical period in the history of the new Unionism. Advice, warning, encouragement, moral and sometimes almost physical snafus, have, says the *Star*, all been brought into play, and on the whole with the best results.

On Saturday the Dockers' Union issued the following notice to dockers: "The Executive Council again instruct all members of the Union to proceed with work on Monday irrespective of any changes made, thus giving time for negotiations with the dock officials to obtain the introduction of the co-operative scheme in all docks under the joint committee."



Monday, Nov. 3, being the first day for engaging dockers under the new arrangements, considerable interest was manifested as to how the plan would work. With some trivial exceptions things went wonderfully smooth. Of about 200 men required on the south side of the dock near Canning Town only fifty-five went in, the grievance being a change made in the mode and place of taking on. At the Albert Dock, where the men required went in at nine o'clock, agitation arose as to non-payment for meal times, and at one o'clock about a hundred men stopped work, demanding payment for Union men and for registered non-Union men. At the Victoria Docks some of those who went in in the morning did not return after midday. Mr. Mann and Mr. Tillett were at the docks, and had an informal conference with officers of the Joint Committee. They have a hope of being able to tide over the remaining difficulties. The principal cause of dissension at Victoria Docks is the change of place for taking on the men required for the day. For years the dockers have been taken on at the Custom House entrance; but the Docks Joint Committee, in commencing their new arrangement, resolved to transfer the taking on for the Victoria and Albert Docks to the Connaught-road entrance, involving some ten to twelve minutes' walk further on outside, and the same distance inside, the dock. So far as engagements for the Albert Dock were involved, no difficulty arose. At the Victoria Docks the case was different. The men were then addressed by Mr. Phillips, of Canning Town, alderman of East Ham. He strongly urged them, for the sake of their wives and families, to accept even rebuffs, in the hope of differences being arranged. His remarks were heard with respect, and he was cheered as he rode away. Most men seemed disposed to follow the tenor of his advice, but the great bulk remained out on temporary strike for an hour. At ten o'clock, the men having hung back one hour, and having received instructions from the Executive of the Union, went in as a body. The minimum engagement was four hours for two shillings. In the course of Monday Mr. McCarthy and Mr. Costello arranged a difference on the subject of payment for meal times at Wapping Wharf, by obtaining the assent of both sides to the introduction of the co-operative system. The Executives of the Dockers and of the Southside Protection League on Monday issued a notice to the effect that the members of each of these organisations recognise the right of members of the other to the same employment and work together, provided they do not uncerberd each other.

On Tuesday work proceeded without serious interruption. The dockers were in a state of considerable agitation, but were persuaded to accept the assurances of the leaders of the Union that on the points remaining to be settled their interests would be securely guarded. Dockers are not quite certain of the return that will accrue to them in payments for the week under the revised system, and until this cardinal calculation is established the matters remaining in dispute cannot be regarded as settled. In addressing the men at the Victoria and Albert Docks, Mr. Mann said that the new arrangement meant for a time the loss of pay for the half-hour for dinner. If they came out on strike for the 3d. per day the public would say they were mad, and in that opinion he (Mr. Mann) would coincide. Their enemies would like them to be foolish enough to strike. His advice to them was "Disappoint them." A strike to-day would mean demoralisation to-morrow. But let them wait a few days and all would be well. In the course of an interview Mr. Ben Tillett said: "I do not doubt that the dock companies wish to revert to the old system if possible, and have the men fighting at the gates for work like dogs. The co-operative scheme, if it comes into force, will practically make us masters of the situation. The men will have to bear with a reduction of wages for a short time. We shall have to force on the co-operative scheme, and intend to do so."

Work was proceeding quietly at the docks last Thursday morning, the men working amicably. A question likely to cause considerable friction cropped up at Tilbury Dock on Wednesday. It is customary with steamers of the Atlantic Transport Line, with cargo from Philadelphia for Bristol and other ports, to discharge at Tilbury, in order to get at the London cargo, the coastwise goods being taken on board again. As regards reloading, this is properly stevedores' work, but on Wednesday the Dock Company's representative informed the foreman stevedore in charge of the steamer *Montana*, which was loading logs of wood for Bristol, that in future the Dock Company's men would perform this work, whereupon the whole of the stevedores prepared to strike, and only remained at work through the persuasion of their foreman, who promised them that a satisfactory settlement should be arranged.

#### TRUTH ABOUT THE AUSTRALIAN CRISIS.

Under the auspices of the London Trades Council, a mass meeting of the workpeople of London was held last Tuesday night at the Great Assembly Hall, Mile-end, in support of the Australian workers. A number of Unions joined in the demonstration, marching to the hall with bands and banners, 5,000 people being present. Mr. John Burns took the chair, and said that it was 12 months that day since the London dockers entered upon the results of six weeks' suffering, starvation, and endurance, the like of which London had never witnessed before and he hoped would never witness again. When they were suffering Australia helped them to win. But for eleven weeks their Australian brethren had now been fighting a battle as just and as righteous as the cause that had been fought in London. For eleven weeks Australia had on this side of the ocean been subjected to misrepresentations of the foulest character, and he believed that had the truth been known sooner four times the amount of money would have been sent to Australia—£16,000. The remedy for such misrepresentation in future was a telegraphic code known only to the workers of all countries. (Cheers.) Mr. John Fitzgerald, the Australian delegate, was enthusiastically received. He thanked the London Unions for the magnificent demonstration of sympathy and material help. He took the manifestation of that evening as a sign of that feeling of federation which was permeating the world. When he was sent from Australia it was not anticipated that he would be called upon to seek monetary assistance. It was thought that before he left Australia the strike would have been at an end. But a cablegram sent to him since his arrival in England stated that the strike was anything but over, and that men to the number of 13,000 were out of employment in Sydney alone. Mr. Fitzgerald then proceeded to combat the assertion made by Mr. Laws to the effect that the immediate cause of the struggle between the employers and the federated Unions was the demand of the latter that the marine officers should be affiliated to them. To that he gave an emphatic denial, as the issue of the affiliation was not raised until after the strike had commenced. That issue of affiliation was the issue of the right of the marine officers to band themselves together. They were fighting the battle of simple liberty—the cause of which the Australian miners had taken up. Mr. Fitzgerald went on to repudiate the action of Mr. Champion, whose name was received with great hostility by the meeting; and he further charged the owners in Australia with having refused offers of conference, and with having threatened the use of armed force in the dispute that had taken place. The Unions had been accused of preventing a man who wished to work from accepting work. All that they did was to reserve the right to themselves of refusing to work if they wished. He said publicly that the whole and sole responsibility for the continuance of the strike rested upon the employers in Australia. Mr. Fitzgerald, though he spoke at great length, was attentively listened to, and at the close of the proceedings the following resolution was carried:—"That this mass meeting of Trade Unionists heartily welcomes Mr. Fitzgerald, the delegate from Australia, and having heard his official statement, considers the Australian strike worthy of the support of all workmen."

#### FEDERATION OF LABOUR.

Mention was made in last week's SEAFARING of the meeting on this subject. On Oct. 30 an adjourned conference of representatives of the various Trade Unions connected with the shipping industry was held in the Essex Hall, Essex-street, London. The object of the Conference was to form a federation of such Unions, the circular issued by Mr. J. H. Wilson, general secretary of the National Amalgamated Sailors' and Firemen's Union, to convene it, stating that, "owing to the efforts being made by the Federation of Shipowners, it is absolutely necessary that we should take prompt action to consolidate our forces." The business transacted was to complete the arrangements with regard to the carrying on of the federation of Unions, as decided upon the previous day. Mr. Tom Mann (Dockers' Union) was appointed president, Mr. Quelch (South Side Protection League) vice-president, and Mr. Clem Edwards, secretary, with the following as a committee:—Mr. J. H. Wilson (Sailors' and Firemen's Union), Mr. A. T. Dipper (Tyneside and National Labour Union), Mr. W. Thorne (Gasworkers' Union), Mr. J. Sullivan (Southside Protection League), Mr. J. O'Connor (Coal Porters' Union), and Mr. F. Foster (Dockers' Union). The suggested rules submitted on Wednesday were still further discussed, and, though alterations were made in matters of detail, the general principles laid down by them were heartily endorsed. The proceedings throughout are described as having been characterised by great

harmony, no serious difficulties presenting themselves in the carrying out of the proposed scheme. The rules, as amended and approved by the Conference, will next week be forwarded to the whole of the Unions which are in any way connected, directly or indirectly, with shipping, and it is expected that when the Federation gets into thorough working order, it will comprise no fewer than from 100 to 120 different Unions throughout the United Kingdom.

#### PLYMOUTH STRIKE.

A strike of coal porters began last week at Plymouth. On Monday last a gang of non-Unionists was expected to arrive but only three turned up. When the crew of the ship *Chrysaline* started to work the cargo, Mr. Evans, secretary of the Seamen's and Firemen's Union, shouted to them to stand to the Union like men, and to cease work, which the crew immediately did, and left the ship amid ringing cheers. Thereupon Mr. Polkinghorne and his partner, Mr. Barter (who is the secretary of the Port of Plymouth Chamber of Commerce) pulled off their coats, and donning canvas jackets and tarpaulins, jumped into the hold of the ship. They were speedily joined by others, and in a few minutes seven of the principal coal merchants in port, with other persons, were filling baskets, hauling them up from the hold, and wheeling the coals in barrows from the ship to the stores. Next two days they were assisted by other merchants, a couple of students, and a few non-Unionists.

#### STRIKE AT CORK.

At Cork there appears to have been a latent discontent for some time past, owing, it is alleged, to a preference by one of the stevedores employed by the City of Cork Steam Packet Company for non-Union men. It is stated that of the 40 men who were employed the day before the strike, 32 were non-Union men. The Unionists refused to work any longer, and the non-Union men joined the strike. At the meeting of the men Mr. Tillett, who happened to be in Cork, said they did not want to quarrel with the Company, and upon his suggestion a deputation of six labourers was appointed to wait on the officials of the company, but when they arrived at the offices there was no person there to receive them.

The City of Cork Steam Packet Company on Saturday paid off about fifty of their artificers. This is regarded as indication of an intention on the part of the Company to fight to the bitter end. Twenty quay labourers were summoned for breaking their engagement by leaving without notice. All the steamers of the Company were laid up at the quays. One thousand cattle were to have been shipped on Saturday in Liverpool steamers, but they had to be forwarded by the Waterford route. About a dozen non-Unionist men were employed in unloading. On Saturday the crew of the steamship *Lee*, and the firemen of the *Xenia*, left their work, as a protest against the employment of non-Unionist men. The publication of a telegram from London stating that the secretary of the Seamen's and Firemen's Union disapproved of the action of the men in refusing to work the ships while boycotted cattle were on board, and announcing the intention to withhold strike pay, added a new complication to the dispute.

A SAILORS' Institute at Barry Dock has been opened.

The volunteers who rescued the survivors of the British barque *Melmerby*, which was wrecked near Pictou on the 12th ult., are suing the owners of the vessel for 3,000 dols., for life salvage.

On the barque *North Star*, from Buenos Ayres, Niel Mathieson, one of the seamen, while steering was on Oct. 27 knocked against the wheel during heavy weather, and sustained a compound fracture of the right leg, which must be cut off.

MR. LENG, M.P., addressing his constituents in Dundee the other night, stated that he meant to try his prentice hand in legislation next session by introducing a Bill to amend the section under the Merchant Shipping Act under which, when a vessel is wrecked or lost, the widows of the seamen are only paid up to the time of the wreck or loss, and that they should be paid as if the voyage had been completed.

At the trial of Richard Hart, John Baker, and John Hughes, stewards of the steamship *City of New York*, for smuggling quantities of ready-made clothing through the Customs at New York, Hart pleaded guilty, and was sentenced to 13 months imprisonment, and to a fine of 500 dols. Baker and Hughes were sentenced to the same term of imprisonment, and to pay a fine. Edward Bastar, a boy, who helped to cart the smuggled goods away, was ordered to pay a fine of 250 dols.

## CORRESPONDENCE.

## FISH AND DISEASE.

To the Editor of "Seafaring."

SIR,—The Divine Moses, the founder of sanitary science, accepting the accredited views of the ancient Egyptians, forbade the Jews to eat finless or scaleless fish, shell-fish and oysters, which from the remotest antiquity were thought to produce leprosy and some other skin diseases. The ancient Egyptians were careless as to the cleanliness and freshness of their fish supplies. Shakespeare alludes to the joke of the Egyptian Queen, Cleopatra, sending her diver down to hang a salt fish on Antony's hook. In spite of his 40 years modern investigation and research, the eminent scientific surgeon and skin specialist, Mr. Jonathan Hutchinson, still considers the eating of decomposed fish a cause of leprosy. It is more profitable to sell fish as fresh fish, hence the trade often specially selects and saves by salting and other curing processes cheap decomposed fish which would otherwise be both uneatable and unsaleable. Billingsgate exhibits fishy filth whose foul bacterial bouquets contaminate and spoil the unspoiled fish in its neighbourhood. A visit to Billingsgate before eight in the morning proves this. Its 1668 bye-laws compel the Fishmongers' Company to see that "oats or owners of fish shall not sell over-day fish" (i.e., over a day or 24 hours' old fish). The Fishmongers' Company is bound to prosecute offenders. Billingsgate frequently supplies notoriously over-day fish, whose sale is illegal. Such over-day fish is more or less decomposed. Its putrefaction is actually advanced by adding water, melting ice, moisture, and filth. These putrefactive processes are augmented by exposure to alternations of rain and sunshine, by foul packing, avoidable pressure, banging, bruising, and shiftings. Combined with these causes the violent railway shaking and cartage complete the circle of chemical and bacterial changes necessary to rapidly rot and ruin the soft, loose, moistened, muscular fibres or flesh of fish, especially if unbled, ungutted, and uncleaned. Hence such flabby, iced-up fish is unhealthy, sometimes poisonous, and occasionally fatal.—I am, Sir, yours, etc.,

J. LAWRENCE-HAMILTON, M.R.C.S.  
17, Burlington-st., Brighton,  
November, 1890.

## SWEATING OFFICERS.

To the Editor of "Seafaring."

DEAR SIR,—I have read an article in your valuable little paper *re* a coasting sailor's grievance. That gentleman has wisely spoken when he says that there are no limits to the working hours of a sailor in the coasting trade. Now, Sir, let me contribute a few words on behalf of the officers in the foreign trade which will substantiate our coasting friend's statement. Take for instance a steamer employed in the Bilbao trade arriving at the East Dock, Cardiff, on Sunday, a.m. tide, proceeding up the dock that night and commencing to discharge cargo in the early hours of Monday, working night and day until unloaded, the crew, including the 2nd officer, being paid off on immediate arrival of ship at the Iron Ore Wharf, the latter having the preference of taking the night watchman's job, thus leaving the chief officer and the night watchman to move the ship to and fro as required by the crane-man for convenience of working the hutchways. It has been pre-arranged by the ship's husband that as soon as the ship is ready to move from the discharging berth to under the coal-tip, that the same old hands will have the preference of going back in the ship conditionally that they take the sum of one day's pay, viz., 4s., and assist the chief officer and night watchman in transporting the said ship to under the coal-tip. Now, as every officer knows, that it was nothing unusual for a ship to have to be transported from the Iron Ore Wharf to the head of the East Dock, and down the west side to one of the tips at the extreme bottom of the dock, which has many times taken 9 and 10 hours before their contract was completed, and and longer than that in the winter months with dock full of shipping. The ship being placed under the coal-tip, the sailors have completed their contract, the officer resumes his night watchman's post, and the chief officer on day duty. But that's not all, Mr. Editor, for no cooking being done on board, there is no alternative but for the 2nd to relieve the chief officer for meals, and I am not exaggerating when I say that these men are doing 18 hours' duty out of every 24 that they are in port, and many I have known (officers) who have not had their clothes off from the date of arrival to the date of sailing, thus working 126 hours per week for the small sum of 35s. and 46s. respectively, out of

which they have to find their own—yes, and many times cook their own food. The ship having completed loading she is at once placed into the locks and sent to sea. After the loose coals are put below and the decks cleared up, which usually occupies from four to six hours, the usual watches are set. Here are men working 18 hours in port, 6 hours at sea before the watches are set, and then have to keep a 4-hour watch, making it a total of 28 hours for one officer, and 24 for the other. Is it any wonder that ships get into collision for want of a proper look-out? Let me ask of all officers who are not members of the Officers' Union, to immediately join. Don't think because you are in employment that it is not necessary to become a member; hence, the more necessity, if you wish to improve your social position, and if you have a human spark of British blood to lend a helping hand to your fellow officers who are less paid, and in a worse position than yourselves. I again say, duty compels you to help them by becoming a member of this Society, which will put us on a parallel with all other trades and professions, and relieve us from under the tyrannical hand of that class of British shipowners who revel in the sweating of their officers. Hoping, dear Sir, that I have not taken up too much space in your invaluable little paper, in which I have always taken the warmest interest. Herewith I enclose my card and address, and beg to remain, faithfully yours,

"VINCIT VERITAS."

Port Said, Egypt, Oct. 23, 1890.

## FISHERMEN AND THE UNION.

To the Editor of "Seafaring."

SIR,—I beg leave to make a correction in the Peterhead Branch report in your issue of Oct. 18. The motion should read:—"It was decided that any fisherman not twelve months on board a sailing vessel could not join the Union, but Union men could sail with them." Your correspondent, No. 583, Burntisland, pointed out that the word *not* had been inserted before sail with them. This resolution was necessary for this reason. We have a coasting vessel here which carries two Union A.B.'s, and the master lives on board, a married fisherman, who had never been on board a sailing vessel for twelve months. Hence our resolution to allow our two members to sail with the fishermen. We could not afford to take them out, as such a man could only be doing boy's or apprentice's duty, whatever be his wages. As No. 583 has opened up correspondence, will he inform me if a fisherman should join as an O.S. member when ever he goes on board a vessel, and if he will not join am I to take all Union members ashore? I have another case. An A.B. member is on board a coasting schooner with four non-Union ordinary seamen, must I take the A.B. ashore? I admit fishermen are an independent and fearless class, and fill up gaps for a few months during the winter, but to try and deal with them here would make every one of our local schooners be non-Union. I wish I had the power to deal with A.B.'s when ordinary seamen were taken on board to fill up an A.B.'s berth. This is a question of undermanning.—Yours truly,

THE SECRETARY PETERHEAD BRANCH.

## OCEAN SLAVERY.

To the Editor of "Seafaring."

DEAR SIR,—Will you kindly let the public know through your valuable paper, about the slavery that's carried on aboard the Liverpool passenger steamers? A state of slavery worse than ever was in the cotton plantations of the United States or the coffee fields of Brazil. Slavery legalised by Act of Parliament, per Merchant Shipping Acts, 1854 and 1867—Acts that are a disgrace to the lawmakers of our country, and the sooner they are removed off the Statute Book, the better for all concerned. I will take a well-known line of Liverpool steamers as my subject in this letter. Fireman has four hours hard and exhausting labour with engineers as slave drivers, only they do not carry the whip. They are known to use brutal treatment to the men in this Company, two men's deaths resulting from violence received from their officers. The first case was that of a fireman that was literally roasted to death by being kept in front of open furnaces by the chief engineer, till he was exhausted, and when the firemen went on deck, he expired inside of half-an-hour. The second case was that of a trimmer, that was doing six hours in a hot stokehole, and when he was fatigued out, he was assaulted by the second engineer (cowards that they are, it's only when a man is played out that they will assault him, I can give their names if necessary), and when he was taken on deck he died, and was buried at midnight, without the

ship's speed being reduced one revolution. It was hushed up. We had no Union then to stand by us in trouble, but thanks to our Union, we have good legal advice in such cases now. In these ships the firemen are ill-housed. Their room is over the boilers or on top of the condenser. Ventilation is conspicuous by its absence. The men feel worse, getting up after six or seven hours in their bunks, than they did turning in, as the atmosphere is so foul. I wondered many a time that some passenger never lifted his pen in defence of our liberty. They cannot shut their eyes to the state in which we come up out of the stokehole—perspiration running out of us very freely; in fact, we look as if we had been overboard and hauled in again. And for the food—it's an old saying, God made food and the devil made cooks. It's very true in these ships. The food is good, but it's spoiled in the cooking, and then it's dished out the same as to cattle, take it or leave it. Now, Mr. Editor, a fireman's lot is not a very happy one aboard the great Atlantic liners, and we are the main staying power of their speed. In stating this, I quote a passage from an engineer of long standing in Liverpool. Mr. James Donaldson, C.E., editor of the *Engineer's Gazette Annual*, speaking on quick passages, says:—"Improve our marine engines as we may, we cannot get increased speed from them without closer feeding of the furnace fires." From that I take it, it's to the firemen the quick passages are due. In my humble opinion, there is no place on earth where there is more slavery, misery, luxury and ease, compressed in so small a space as on the Atlantic passenger steamships. I say, in conclusion, arise, brother members, and demand our just and honest rights—better rooms, better food, and the freedom of speech, without fines or forfeitures. Hoping you will find room for this in your smart little craft SEAFARING.—I remain, dear Sir, yours in unity,

A KNIGHT OF THE HANDS.

New York, Sept. 27, 1890.

## CAPTAINS AND THEIR STEWARDS.

To the Editor of "Seafaring."

DEAR SIR,—In your issue of Oct. 25, I notice a letter from "A Master of a Dublin Steamer," and as I seem to be the steward alluded to I would beg of you space in your invaluable paper SEAFARING to contradict and correct a few of his misleading statements. Firstly, as regards the grooming of him down every morning, I will just quote in reply two lines from your correspondent's letter in this week's issue, viz., "A captain who is a gentleman will not make either a boots or valet of his steward." I admit while lying at M—, Spain, that I got slightly intoxicated on one occasion only, the day of which the captain mentions in his letter. I had bought a bottle of wine, and drank it, and not being accustomed to take drink of any sort previous to joining this steamer, it took my head. I deny, however, that the officers complained of dinner being spoiled on that day, although I have heard them complaining often of the quality and insufficient supply of food that was placed before them; also very often of the manner in which it was cooked. Though, to do the cook justice, he had not sufficient saucepans and utensils to prepare the food properly. I have been, on more than one occasion, ashamed to place food before the captain and officers in this steamer, which I would not eat myself on account of the way in which it was cooked and hashed up, but as I had plenty of work aft I did not deem it incumbent on me to go into the galley and assist to prepare the food. What do you think of the captain ordering me to give the crew cracker hash for breakfast while lying in harbour, and in close vicinity to a vegetable and potato mart. Now, about the bread; the day following that on which the captain accused me of being intoxicated, I went and told him that the flour, in my opinion, would not carry us home (we had 112 lbs. leaving Glasgow for a Mediterranean voyage). He agreed with me, and told me to buy bread from the shore while in harbour and bake bread at sea, which I did to his entire satisfaction, and it was a necessary precaution I can assure you for we had but a few pounds left at end of voyage. I deny having told the captain I could not get the bread right. Now, as regards my conduct in Liverpool, it was in this way; I got into a disturbance in a billiard saloon, and being a stranger, of course, got run in, was fined next morning in 2s. 6d., or to be kept in confinement till 6 p.m. same night. The captain received no letter from me in Liverpool, neither was I dismissed in Glasgow, but I left of my own accord, several of the men also left solely on account of the miserable way in which they were fed. The captain's cookery-book story not being worthy of comment, I ignore also the letter from "Assistant Cook," in your issue of Oct. 18. I



believe it to be a concocted affair, and not worthy of notice. Thanking you for past favours, I am, etc.,

ONE WHO WAS TAKEN IN.

# MEMBERS AND MEETINGS.

To the Editor of "Seafaring."

DEAR SIR,—May I be allowed, through the influence of our valuable clipper SEAFARING, to call the attention of the members of our Union to the necessity of attending the weekly meetings of their Branches. I was rather astonished the other night while visiting a very powerful Branch, other than my own, to see such a scarcity of what I may call the seagoing members. Out of a company present of about twenty, there were five strangers from other Branches, two that were neither sailors nor firemen and yet were members of that Branch, and four or five boarding-masters, besides the secretary, delegate, and assistant. I was also told by a member of that Branch that the chairman was not, and had never been a seafaring man, and it was not known by that member whether certain of the officials of the Branch had contribution cards. Now I hold that our Union is a Union of seafaring men, and should be conducted by men having a practical knowledge of seafaring life in all its phases, and that our officers should be men who have been to sea within the last few years, and whether he be secretary or treasurer he should be able to show his card of membership. I think it behoves our members to attend the meetings of their Branches, and see that the business is carried on to the satisfaction of all, and not left to two or three official and even paid ones, to propose and second resolutions because there is not a sufficient number of private members present to do so. I think if our seagoing members are so neglectful of their interests, leaving the officials to do all the business of the Branch to their own liking, it tends to make the officials neglectful and careless. Because we are in a prosperous condition and going along in smooth water, I think that is all the more reason why we should prepare for storms, by attending our weekly meetings, so that we can educate ourselves in the principles of Trade Unionism and also in the working of our own Union. I often hear members saying that such and such is not right, but they forget it is their duty to make it right. Some members think that as long as they pay certain persons to transact their business they have done all that is required, but I think it is our duty as members to see that our interests are looked after in a proper manner, and the only way to do so is by attending the meetings of our Branches as often as we can possibly do so, and not allow any paltry excuse to keep us away. How can a committee composed, say, of four boarding-masters, two business men who have never been to sea, and a secretary and delegate who have not been to sea for a long time, draw up scales of wages, etc., to the satisfaction of the seagoing members, unless they know all the requirements of such? I believe it is not one Branch alone which has to depend on its resident members to transact its own business, but it is a common complaint that the seagoing members will not attend the meetings of their Branches, and yet they can find all sorts of faults with their officials, who sometimes cannot even get a committee together. Hoping our members will see it is their duty to be in their places as often as they have the chance to be, to help their officials with their advice and experience, as well as helping themselves to a knowledge of the principles and precepts of Trade Unionism.—I remain, yours, etc.,

BARBARY COASTER.

La Rochelle, Oct. 4, 1890.

# THE BRITISH CONSUL AT ANTWERP.

To the Editor of "Seafaring."

DEAR SIR,—I was lying in the Old Dock at Antwerp, in the schooner *Sunbeam*, of Goole, about nine weeks ago, when we had the whole of our clothes stolen during the night, whilst we were asleep in our bunks. I myself lost about £9 worth. Several other vessels lying there were robbed in the same manner, our captain went to the Consul to complain, and the only satisfaction he could get was, "It was a wonder we didn't lose more." Now, Sir, I write to ask you if the Consul is not there to look after the interests of seamen, and if it is not his duty to try and find out the thief and report it to the proper authorities? I may say it is quite a common occurrence for a ship to be robbed whilst the men are asleep. Thanking you in anticipation for inserting this, as I think such a matter should be made public.—I am, Sir, yours in unity,

JOHN MORTON,  
N. A. S. & F. Union, Goole Branch.

## TO CORRESPONDENTS.

COMMON SENSE.—The charge you make is too serious to be published without investigation. Your letter has been referred to the proper quarter for that purpose. As the Union has funds and lawyers to find legal remedies for such offences, the proper course is to lay the circumstances before the Union at a meeting of your own or some other Branch.

J. A. FARRELL.—Next week.

THE STEWARD ALLUDED TO.—Next week.

NEPTUNE.—Your verses shall be considered.

AN ANXIOUS PARENT.—We have no license to supply seamen, and cannot undertake to procure a situation for your son aboard ship.

CAPT. NASH.—Not suitable.

## SEAFARING DISASTERS.

*Acme*, steamer, previously reported ashore at Kertch, has floated, apparently undamaged.

*Angers*.—Report from Hamburg says:—British steamer *Angers*, Hamburg for Philadelphia, grounded at Steilhuck on her way down the river and remains.

*Alexander Yeates*, British ship, Manila for New York, at St. Helena, leaky.

*Anna Mary*, of Maryport, for Dublin, at anchor near New Brighton, fouled by *Primula*, of Frederikshald, and had cutwater carried away down to the water's edge; rail and bulwarks damaged.

*Accomac*, steamer, of Liverpool, passed Spurn Head bound up with engines disabled, in tow of tugs.

*Boston City*, steamer, from New York, has arrived at Gravesend with foreyard broken, port side of bridge and davit carried away, and lifeboat damaged; also bulwark plate slightly damaged, having been in collision evening Nov. 3, off Dungeness with a sailing vessel, name unknown, bound down Channel.

*Calliope*.—Telegram from Cronstadt, Nov. 4, states that the British steamer *Calliope*, from Leith, ground on piles in the fairway. Vessel is making no water. Must lighten.

*Crummock Water* has arrived at Plymouth with the remainder of the crew of the *Sarah Bell* (See *Glenavna Park*).

*Ceredig*, British brig, London for Trinidad, abandoned in a sinking condition on Oct. 23, in lat. 48 N, long. 8 W. Crew landed at Gibraltar.

*Danco* (1 *Banco*), British barque, from Clyde for New Zealand, put into Bahia with crew refractory; ashore, but afterwards came off without assistance and without damage, and entered the port.

*El Callao*, British steamer, in entering Bermuda grounded, but will probably float. Machinery slightly deranged.

*Echo*, brig, Archangel to Dublin, deals, put into Stromness with damage to rigging, boats and sails; she jettisoned part of deckload.

*European*, British steamer, New Orleans to Bremerhaven, put into Key West with cargo on fire. A later cablegram referring to the *European*, s, on fire at Key West, states:—Steamer flooded forward; fire terrible; everything possible being done for best; none dead or injured.

*G. H. Gordon*, British barque, Quebec for Bahia, has returned to Quebec leaking badly.

*Gundrun*, British brigantine, London for Rio Grande, aground near Lymington. Will probably float.

*Glenavna Park*.—Telegram from Falmouth, Nov. 1, states:—Norwegian barque *Racehorse*, from Monte Video for Arendal, transferred off Lizard to No. 10 pilot cutter of Falmouth Captain M' Murtry and crew of *Glenavna Park*, of Belfast, Rio Grande for Liverpool, also five of the crew of the *Sarah Bell*, of Liverpool, from Cardiff for Valparaiso, both vessels in collision having foundered Oct. 22, 37-16 N., 33-23 W.; men landed here this evening. Remainder of *Sarah Bell's* crew transferred to barque *Crummock Water*, bound Plymouth.

*Homewood*.—Telegram from Liverpool Nov. 1, states that the *Homewood*, from Quebec, and *Elay Palacios*, from Rosario, were in collision to-day, and both sustained damage.

*Harry Herbert*, schooner, of Liverpool, Newport for Cork, coals, and steam trawler *Dolphin* collided at Milford, Nov. 4; former was seriously damaged.

*Kathline*, British schooner, Bo'ness for Poole, ashore near Alnmouth, and will probably become a wreck. Crew saved.

*Kaiser*.—Norwegian barque *Vanadis*, Hamburg for Savannah, and British steamer *Kaiser*, from Hartlepool, have been in collision at Schulan. Former badly damaged; eight plates bent on star-board bow.

*Munroe*.—Telegram from Hamburg to-day states *Munroe*, British steamer, and German steamer *Betty Sauber* have been in collision.

*Morning Light*.—Steamer *Lady Moysta* collided with schooner *Morning Light* off Eccles. Latter foundered; crew landed Swansea.

*Minister of Marine*, British ship, Manila for Sandy Hook, has arrived at New London with rudder damaged; she is being towed to New York.

*Nile*, four-masted ship, of Glasgow, Calcutta for Hull, last week reported ashore on the Cro-a Sands, was afterwards assisted into Great Yarmouth Road, apparently undamaged.

*Robert*, schooner, of Husum, ashore at Bondicar; crew landed at Amble.

*Regantine*, British schooner, wrecked Sylt; two of crew drowned. Later telegram gives the name *Richardine*, Captain Black, of Dundee.

*Rothsay*.—Telegram from Galle, Oct. 31, states that the steamer *Rothsay*, from Cardiff, in entering the harbour struck on a rock off Matamada, and is broken in two. After part sunk.

*Rosslyn*, steamer, of Granton, brought into Rothsay Harbour 3rd inst., having been picked up between St. Ninian's Bay and Ettrick Bay. No one on board.

*Roman Prince*.—Telegram from Reval, Nov. 5, states:—British steamer *Roman Prince*, in ballast, is ashore Island Worms; assistance sent.

*Sarah Bell*, see *Glenavna Park* and *Crummock Water*.

*Success*, tug, London for Mysore (Brazils), has arrived at Weymouth very leaky.

*Stepney*, steamer, from Shields for London, coal, has been towed into Grimsby, with shaft broken.

*Thurso*, steamer, for Liban, and an Argentine Republic new war vessel collided in the River Tyne Nov. 4. *Thurso* had several plates on port bow damaged. Damage to war vessel unknown.

THE crew of the steamer *John Milan*, of Renfrew, were landed at Liverpool on Monday, by the *Sligo* steamer *Sligo*. The *John Milan* was bound from Renfrew to Port Natal in ballast. The *John Milan* sank twelve miles from South Rock Lighthouse, on the Ulster coast.

At the Grimsby Police Court the Boston Deep Sea Fishing and Ice Company claimed £150 for salvage services rendered by their steam trawler *Frieston*, from Messrs. Smethurst & Sons, of Grimsby, owners of the trawl fishing smack *Fortuna*. The Court awarded the salvors £100 and costs.

A MEETING in connection with the Amalgamated Society of Lightermen and Watermen was held at the Ouse Bridge Inn, York, Nov. 1, Mr. Day (Hull) being in the chair. Stirring addresses were delivered by Mr. W. R. Chappell (Goole), Mr. Bird (Hu 1), and Mr. Gledhill (Goole). At the close of the meeting a Branch was formed and a large number were enrolled.

THE Liverpool Shipwreck and Humane Society has presented, as the highest award in its gift, its gold medal and vote of thanks to Captain Edgar, of the steamer *Engineer*; Mr. Robert P. Lawson, chief officer (who had previously received the Society's medal), a silver clasp, a binocular telescope, and a vote of thanks, and Mr. Samuel Bass, third officer, a silver medal and vote of thanks, for rescuing the crew of the barque *Pearmouth* in a storm in the mid-Atlantic, with much difficulty and danger. The sum of £2 each was also presented to Henry Moreau, A.B.; J. Spencer, A.B.; Ed. Wilcox, A.B.; Ambrose Lace, A.B.; Wm. Robinson, A.B., who formed the crew of the lifeboat which made the first rescue, in charge of the first and third mates. £1 each was presented to Samuel Bass, third officer; Henry Moreau, A.B.; J. Spencer, A.B.; Peter Crane, A.B., who formed the crew of the lifeboat which, in charge of the chief mate, made the second rescue when the weather had moderated. One boat was smashed in the attempt, and great credit is due to the officers and men named.

ALLEGED WRONGFUL IMPRISONMENT.—At the Swansea County Court, George Thomson, seaman, claimed £50 as damages for false imprisonment from Captain Phillips, of the sailing vessel *John*, of Swansea. The case for the plaintiff was that in March, 1889, plaintiff signed articles to go in defendant's ship to the River Plate, and it was stipulated that he should receive £4 10s. when he joined the vessel. Defendant, however, declined to make the advance, whereupon plaintiff declined to go on board. The defendant consequently gave him in charge, and he was locked up from Thursday till Saturday. Defendant said he had paid the advance to the boarding-master, as was the custom of the port. To get evidence as to the custom of the port an adjournment of three months was granted upon defendant undertaking to pay £10 into Court.

## IN THE DOG WATCH.

Under the heading of "The British Consul at Antwerp," we this week print a letter which we trust the Seamen's Union will have brought under the notice of the Foreign Office, and if Lord Salisbury does not feel disposed to call that official to account, a question might be asked in Parliament on the subject.

The British Consul at Constantinople, too, might be asked to explain why, as stated in our Sunderland Branch report, he fined certain sick seamen without hearing a word in their defence.

The treatment British seamen too often receive from British Consuls is so scandalous, that were a volume compiled giving instances of the gross injustice of some of these officials, it would startle the public, and prove that the most cruel and corrupt Pashas compare favourably with many of the persons who, in the capacity of British Consuls, bring Britain into disgrace and contempt.

A member of the Plymouth Branch complains that the chief mate of a certain ship ordered him to steal a wheelbarrow, and on the man refusing to do so the officer told him to take notice that he would have to leave on the arrival of the ship at another port, whereupon the man replied he would rather leave at once than brand himself as a thief, and he left.

The man wants to know what can be done, and complains that he is deprived of his living by refusing to obey an illegal order. It appears to us that the man was perfectly justified in refusing to obey such an illegal order, but whether he was justified in leaving when he did, depends upon the terms of his engagement, of which we are not aware. The fact, however, that notice is mentioned, implies that notice was required, and we fancy he should have proceeded with the ship, and on being discharged at the next port could have laid the circumstances before the shipping master and the Union. We have referred his complaint, which is for a lawyer to deal with, to the right quarter.

Whether the law can help him remains to be seen, but it is certainly hard that a man should have to choose between losing work and obeying an order to steal. If such an order was given we trust that complainant can prove that it was given, and that the officer who gave it will be exposed.

Under the heading of "Sweating Officers," we this week publish a letter from an officer which all officers in the merchant service should read and lay to heart. The communication referred to discloses a system of shameful slavery, fraught with danger to life and property. The shipowners are the tyrants in the case. And yet there are men to be found to take the part of such oppressors against their brother officers!

Dr. Wood, of Sunderland, is, we hear, again holding ambulance classes for seamen in that port, where his lectures last winter on the same subject were so attentively

listened to that twenty-five seamen passed the ambulance examination of St. John's Association. No men need such instruction so much as seamen, and we trust that Dr. Wood's example will be followed in other ports. Medical officers to the various Branches of the Seamen's Union, please note.

That the editor of SEAFARING is a brute, a liar, a devil, a lunatic, an enthusiast, an agitator, a dangerous man, and altogether a most objectionable character, we have on the authority of various persons who object to seamen getting fair play, but that the editor should exhibit himself in the office to be dunned by beggars and worried by loafers and bores all day, is a novel suggestion on which he has not the slightest intention of acting. If he did anything so absurd it would be impossible to get through his work. Persons having business with the editor can communicate with him by letter, and he will see them by appointment when necessary.

"Free labour" is a term we hear so often that it is interesting to reproduce the following from the *Railway Review*:-

"Free labour" is a poor substitute for the term blacklegs in this country, but in Australia it is fifty per cent. worse, for this was the name by which the convicts went who were hired out to the colonists.

The *Railway Review* reminds us of Mr. W. Foreman, who we are glad to notice is doing good work in Ireland among railway men. Good luck to him and his efforts!

The *Dockers' Record* for November—which, as usual, is well got up—contains a very interesting letter from Cardinal Manning, addressed to the Dockers', Stevedores', Watermen and Lightermen's, Sailors' and Firemen's, Coal Porters', Riggers', Deal Porters', Thames Shipworkers', and Ballast Heavers' Unions, publicly thanking them for their address and contributions to the testimonial on the occasion of his jubilee. The funds the Cardinal thus received he has devoted to endowing a bed in the London Hospital, to be called the Thames Bed.

We are glad to learn from the *Dockers' Record* that the Cardinal is in better health, and the seamen—whether Catholics, Protestants, or anything or nothing in the shape of religious persuasion—who remember the Cardinal's services to the cause of Labour, will probably agree with the *Dockers' Record* in saying, "All our members will gladly join us in tendering our gratitude, and hoping he may be spared many more years continuing to bless all movements that make for salvation, bodily and spiritual."

The *Dockers' Record*, we may add, with its November number has, as a supplement, an excellent portrait group of the delegates to the recent Dockers' Congress, reported in SEAFARING.

*Reynolds's Newspaper* suggests that when any Branch of the Dockers' Union strikes in defiance of the Executive that Branch should forthwith be dissolved. That may be an extreme remedy, but a remedy of some kind should certainly be

applied to maintain the authority of the Executive, which is absolutely essential in the interests of the Union. If the Executive should prove to be in the wrong it can, of course, be replaced by another, but in Unions as well as aboard ship, the interests of all require that discipline shall be maintained.

If articles in SEAFARING are worth quoting and commending, the name of the paper might be mentioned. So a New York paper does not think. It gives the gist of one of our recent articles on undermanning, and commends our view of the matter, but calls us "a foreign exchange," lest, we suppose, its shipowning readers should disapprove of mentioning us by name. Two can play at this sort of boycotting, and as SEAFARING has the larger circulation, our New York contemporary will be the loser.

Out of a large number of University graduates who were candidates for the post, Mr. Victor Plarr, B.A., Oxford, who has written some of the best things that have appeared in SEAFARING, has been appointed chief librarian of King's College, a post for which his knowledge of books and love of literature eminently fits him. He was recommended for the post by some of the leading professors and scholars of Oxford University, where his education was received.

What will the ships of the next century be like? Perhaps we may get an idea from the following attempt to give a sample item from the newspapers of fifty years hence:-

Considerable anxiety prevails over the non-arrival of the *Electric Impulse*, which left Liverpool for this port 47 hours ago. She is now 19 minutes overdue. Her owners say, however, she is a slow boat; and it may be possible that she was detained at Cable Station No. 10, in mid-ocean, where the African mails for America are transferred from the boats en route to Greenland. She was last reported from Ocean Station No. 6. Her electric motors, of which she has twenty, are of 10,000-horse power each, and are of old pattern. This boat, as slow as she is, is a wonder compared with the slow craft that plowed the ocean 50 years ago, when steam was the motive power. The only part electricity played on the steamers in those days was to light the boat, and the lamps gave a very feeble light as compared with the present system.

## THE MARINE ENGINEERS' UNION AND THE SHIPOWNERS' FEDERATION.

A statement having appeared in the press to the effect that the Marine Engineers' Union had entered into a compact with the Shipowners' Federation for the purpose of smashing up the National Union, Mr. J. H. Wilson wrote to Mr. Harry Moore, the general secretary of the Engineers' Union, to know if there was any truth in such statement, and that gentleman writes as follows:—"I have not seen the statement which you refer to as being in the press. However, if such be the case, I am not surprised, as the newspapers seem to have unlimited power to put in their columns just what they choose. I can assure you no such thought has ever entered my head, or even the minds of our Executive. We have had valuable assistance from your Union once in the past, and we are very grateful for such help."—*Communicated.*

MR. PETER BENNETT, pilot, Liverpool, has died rather suddenly. On pilotage matters his opinion was held in high esteem.



## EASTWARD AND WESTWARD.

They looked towards the West—  
The Eden-exiles in their first amaze;  
At the east gate they saw the whirling blaze  
That barred their way to rest.

The sun, to their dazed eyes,  
Was lost behind it; crushed between, there  
lay  
Where God should no more walk at close  
of day—  
An empty Paradise:

The hunger in their breast  
Consumed them with the love of lost  
delights;  
And, yearning still, through countless days  
and nights,  
They looked towards the West.

He looked towards the West:  
The statesman-seer, grown grey in Babylon,  
Longed for the streets and walls his youth  
had known,  
The towers he loved the best.

Stones of Jerusalem,  
Ruins of a polluted sanctuary—  
In his imperial captivity,  
His spirit yearned for them.

With empire opprest,  
He laid down the world's weight at hours  
of prayer,  
And seeking his heart's home—so far, so fair,  
He looked towards the West.

We look towards the East,  
Not to the Garden—all its flowers are dead;  
Not to the City—with Christ's lifeblood red:  
All backward looks have ceased.

Ever we taste the Tree,  
How poor and thin the Eden-life appears!  
Rest without toil, joy without Christ-dried  
tears,  
Ignorant purity!

The city that we love  
Is not a ruin; beautiful, incomplete,  
Grow daily Jasper wall and golden street—  
Jerusalem above!

The dawn is in the skies,  
The morning of Creation's second birth;  
And when the sun's first rays shall touch  
the earth,  
The greeting-song shall rise.

Therefore, at solemn feast—  
And daily prayer, ere creed or praise begun,  
We set our faces to the rising sun,  
And look towards the East.

MARY AGATHA MEYRICK.

**LOCAL MARINE BOARDS.**—A Parliamentary paper was issued on Saturday of the names and descriptions of all local marine boards for each port, separately distinguishing as far as possible those members who do not own ships or shares in ships. At Aberdeen the board consists of seven who are shipowners or ship shareholders, and four who are not; Belfast, eleven shipowners, two non-shipowners; Bristol, eight shipowners, three non-shipowners; Dublin, nine shipowners, three non-shipowners; Dundee, nine shipowners, two non-shipowners; Glasgow, ten shipowners, one retired master mariner; Greenock, whole board, eleven in number, are shipowners; Hull, seven shipowners, five non-shipowners; Leith, eight shipowners, three non-shipowners; Liverpool, nine shipowners, six non-shipowners; Newcastle, nine shipowners, two non-shipowners; Plymouth, nine shipowners, three non-shipowners; North Shields, ten shipowners, one diver; South Shields, nine shipowners, two non-shipowners; Sunderland, nine shipowners, one secretary of a sailors' society (one vacancy). In the total there are 113 shipowners and forty-one non-shipowners.

## SHIPS SPOKEN.

Argentina, s, of Hamburg, Oct. 23, 48 N, 6 W.  
Andes, barque, steering SE, Oct. 7, 49 N, 14 W.  
Bayonne, English steamer, bound east, Oct. 30, 50 N 25 W.  
Birmah, of Glasgow, from Glasgow, 26 days out, all well, Sept. 18, 10 N, 26 W.  
Beechwood, ship, of Liverpool, Guano Depot to United Kingdom, steering east, Sept. 5, off Cape Horn.  
Britannia, barque, Krageroe to New York (ice), Oct. 11, lat. 43, long. 62.  
British Yeoman, from Saigon, Oct. 23, 43 N, 28 W.  
Britannia, s, Nov. 2, 45 N, 8 W.  
Banklands, Rotterdam to Java, Oct. 1, 8 N, 25 W.  
Barcore, British ship, Oct. 1, 8 N, 25 W.  
Cape of Good Hope, of Greenock, bound south, all well, Sept. 20, 12 N, 25 W.  
Coimbatore, British ship, bound south, all well, Sept. 27, 14 N, 27 W.  
Churchtown, English barque, Swansea to Madagascar.  
Calanus, s, of Newcastle, Oct. 28, 45 N, 8 W.  
Cumberland, barque, of London, steering west, Oct. 23, 47 N, 25 W.  
Campbell, of Liverpool, Oct. 18, 10 N, 23 W.  
Cleomene, British ship, Hudikswall to Melbourne 52 days, Oct. 1, 8 N, 25 W, all well.  
Candida, of Liverpool, Oct. 30, 41 N, 14 W.  
Dryad, barque, of Liverpool, Iquique to United Kingdom, steering east, Sept. 5, off Cape Horn.  
Echuca, s, Oct. 27, 22 N, 17 W, all well.  
E. W. Stetson, barque, New York to Rio Janeiro, Oct. 14, 33 N, 47 W.  
Elvaston, s, steering west, Oct. 24, 36 N, 9 W.  
Edward D. Jewett, British barque, Lockhart, Galway to Penaeola, Oct. 12, 54 N, 24 W.  
Eurus, barque, of London, 46 N, 7 W, all well.  
Elbe, s, Southampton to Australia, Nov. 3, 47 N, 6 W.  
Empire, for Adelaide, Sept. 13, 1 N, 23 W.  
Eden, for Channel, Sept. 21, 13 N, 29 W.  
Foukar (1 Soukar), British ship, London to Melbourne, Sept. 20, 8 N, 26 W.  
Gulf of Lions, s, Oct. 26, 17 N, 18 W.  
Glensk, barque, of Dundee, Pisagua to United Kingdom, steering east, Sept. 5, off Cape Horn.  
Glenburn, British ship, London to Calcutta, steering south, Oct. 1, 10 N, 25 W, all well.  
Glenburn, of Greenock, Oct. 4, 6 N, 24 W.  
Isle of Erin, British barque, London to Sydney 34 days, Oct. 1, 8 N, 25 W.  
Isle of Erin, British barque, London to Newcastle, bound south, Sept. 27, 14 N, 27 W.  
Kinclane, barque, of Dundee, River Tees to Rio Negro, steering south, Oct. 4, 15 N, 26 W.  
Kelat, for Hull, Nov. 1, 49 N, 8 W.  
Loch Cree, English barque, Hamburg for Concepcion 35 days, Sept. 30, 10 N, 26 W.  
Llewellyn J. Morse, ship, New York to San Francisco, Oct. 16, 36 N, 40 W.  
Mary M'Master, British barque, Mauritius to Cork, steering north, Oct. 2, 11 N, 25 W.  
M. E. Watson, ship, of Liverpool, steering SW, Oct. 5, 2 N, 27 W.  
Mary Emily, barquentine, River Plate to Falmouth, steering NE, Oct. 22, 42 N, 29 W.  
Moonbeam, barque, Barstow, Buenos Ayres to Brunswick, all well, Oct. 12, 25 N, 74 W.  
Morialta, London to Adelaide, Oct. 15, on the Line, 29 W.  
Mairi Bhan, British ship, London to Auckland 26 days, Oct. 1, 8 N, 25 W.  
Marquis of Worcester, of Swansea, Oct. 19, 13 N, 26 W.  
Najaden, of Osterri-or, Oct. 18, 10 N, 28 W.  
Niobe, ship, of Glasgow, steering WSW, Oct. 25, lat. 48, long. 10.  
Ocean Wave, schooner, of Fowey, steering south, all well, Oct. 8, 8 N, 27 W.  
Port Jackson, for Sydney, Sept. 14, 4 N, 27 W.  
Queen of England, British ship, Oct. 15, 40 N, 17 W.  
Quilloa, for Valparaiso, Sept. 13, 32 N, 18 W.  
Ravenswood, for Valparaiso, Sept. 26, 15 N, 21 W.  
Soukar, barque, of London, Baltic to Melbourne 45 days, all well.  
Sterling, ship, New York to Hong Kong, 34 days out, Sept. 15, lat. 12, long. 32.  
Snowdrop, London to Algoa Bay, Sept. 26, 15 N, 26 W.  
The Hahnemann, British ship, Liverpool to Melbourne, Oct. 1, 8 N, 25 W, all well.  
Turakina, of London, Oct. 4, 6 N, 24 W.  
Terrier, barque, of London, steering west, Oct. 20, 45 N, 39 W.  
Taunton, barque, of Swansea, Cape Colony to Swansea, steering east, all well, Oct. 30, 50 N, 13 W.

Trinidad, for Brisbane, Oct. 23, 40 N, 13 W.  
Talookdar, ship, of Liverpool, from Calcutta, 21 days out, 28, 34 E.  
Westoe, s, of Shields, Oct. 23, 48 N, 67 W.  
Zemindar, for Calcutta, 9 N, 25 W.

THERE are now 942 submarine cables, exclusive of Atlantic cables, with an aggregate of 112,740 nautical miles.

THE captain of the *Effendi* (which ship is at Maranham) writes us as follows:—"This place requires great caution, both in making the land and in navigating the channel. Sta Anna Light is a white revolving light every 30 seconds, different to my chart and book of directions, which says twice white and once red.

ON the arrival at Queenstown on Saturday of the steamship *Umbría*, a strange incident was reported. Three days after leaving New York a steerage passenger left her little boy, named Frederick Kamp, aged four years, alone, and when she returned she discovered that he had drunk half the contents of a bottle of wine, and was in an unconscious state. The efforts of the surgeon to relieve the little patient were unavailing, and the boy died from alcoholic coma. His body was buried at sea.

IN the Queen's Bench Court in London, an appeal has been heard against the decision of the magistrate at Holyhead in March last, to the effect: that Mr. Holt's steamers, which are have to off Holyhead merely to take their Liverpool pilots on board, are liable to pay the pilotage rates levied within the Holyhead district, although they do not avail themselves of the services of a pilot belonging to such district, the magistrate being of opinion that such steamers must be considered as calling at Holyhead for a definite commercial purpose, and not passing through. The court (Mr. Justice Day and Mr. Justice Lawrence) reversed the decision of the magistrate, with costs.

MALICIOUS SIGNALS FROM CEUTA.—Lloyd's Agents at Gibraltar have a communication they have received from the sub-agents at Ceuta, stating that while several vessels were blowing their whistles in the neighbourhood of this port, they complained that whenever a fog prevailed at Ceuta, the inhabitants of the northern part of the town are in the habit of blowing horns or shells with the object of misguiding vessels, which were thus put in imminent danger of running ashore. The governor gave orders that any persons found on foggy days blowing horns or any instruments in imitation of steamers' whistles should be arrested. Yet one day last month the practice was repeated.

AWARDS FOR RESCUES.—The Board of Trade have received, through the Foreign Office, the undermentioned rewards which have been granted by the German Government to the master and crew of the steamer *Stag*, of North Shields, in recognition of their services to the Bremen ship *Skapere*, when in distress at sea, in Dec., 1889:—A gold watch to Mr. David Munro, master; a binocular glass each to H. G. W. Hansen, mate, and P. J. Noell, second mate; a sum of £7 to A. Griever, steward; and sums of £5 each to Thomas Feymour, N. P. Zerman, and J. A. Johansen, seamen, and George Nimmo, cook. The Board of Trade have also received through the Foreign Office the undermentioned rewards which have been awarded by the German Government to the master and crew of the steamer *Laurestina*, of North Shields, in recognition of their services to the shipwrecked crew of the Papenburg ship *Norddeutsche Seewarte*, in Jan., 1888:—A gold watch to Mr. Robert Batly, master; a binocular glass to S. Hansen, mate; a sum of £7 10s. to Alexander Hay, boatswain; and sums of £5 each to J. Mount, Edward Best, Hugo Anderson, and Algernon E. Watters, seamen.

ALLEGED MUTINY.—Letters from Ceylon bring report of a mutiny on board the four-masted sailing ship *Eumera*, from Cardiff for Colombo. She had a captain, four officers, some apprentices, and a mixed crew of British and Scandinavians. During the voyage the captain saw fit to reduce the boatswain, and the English sailors espoused the cause of the latter. After being 23 days at sea more than half of the crew refused to work the sails, and the English showed a very determined spirit. Finding all the efforts to get the men to work were in vain, the captain, who was supported by the officers, apprentices and Scandinavians, decided to remove the food from the fore-castle. The Britons resisted, and the chief officer, in order to frighten the men, fired a shot from a revolver, which wounded one of them. It is stated that the Britons then surrendered; their knives were taken from them, and the leaders were put in irons. The men then agreed to work, and after a week's incarceration the leaders also agreed to resume their duty. At Colombo they were charged with mutiny, but the proceedings had not terminated when the mail left.

**SHIPMASTERS AND OFFICERS**  
WHO WISH TO  
**PROTECT THEIR INTERESTS,**  
OR  
**OBTAIN FAIR WAGES,**  
SHOULD AT ONCE JOIN THE  
**UNION OF SHIPMASTERS**  
**AND OFFICERS**  
**OF GREAT BRITAIN AND IRELAND.**

Registered No. 553.  
Head Office: 33, MARKET PLACE, SOUTH SHIELDS.  
Members can be enrolled and Cards and Rules Returned  
By forwarding entrance fee, 10s. 6d., and 6d. for card and rules of membership, by postal order to  
**GEORGE T. LUCCOCK, Secretary.**  
Agent in London, J. F. NASH, Master Mariner, 77, Liverpool-rd., Barking-rd., Canning Town.

**TO UNEMPLOYED**  
**MASTERS AND MATES.**

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields, FREE OF CHARGE.

Over 130 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

**SEAFARING MEN**  
SHOULD JOIN WITHOUT DELAY,  
AS THE  
ENTRANCE FEE IS BEING RAISED,  
THE  
**SAILORS' AND FIREMEN'S UNION**  
OF  
Great Britain, Ireland & other Nations.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- ANTWERP.**—E. Donnelly.
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARDBROSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—Patrick Comerford, o/o P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry; R. R. Golden, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLUTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- Bristol.**—T. J. Dancy, 41, Prince-street, Queen's-square, secretary; Captain Geo. Cawley, president; Dr. Walker, 115, New Cut, medical officer; Mr. ——— solicitor; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings, every Monday evening, 7.30, at The Ship, Redcliff Hill.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

**CALCUTTA.**—70, Bentinck-street.

**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

**CORK.**—Michael Austin, 6, Patrick-street.

**DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

**DROGHEDA.**—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

**DUBLIN.**—M. Bolger, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

**DUMBARTON.**—J. McNea, Kirk-street, agent.

**DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.

**DUNDREE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

**DUNGARVAN.**—P. Power, 6, St. Mary-street.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.

**GRANGEMOUTH.**—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

**GREENOCK.**—G. McNaught, 16, East India Breast.

**HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

**HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.

**KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.

**LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

**LIVERPOOL (South End).**—S. G. Brown, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL.**—(North End).—T. Connarty, 116, Derby-road, secretary; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LIVERPOOL (South Docks).**—J. Conway, Stanhope-street.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 5.30 p.m., and every Thursday till 7.30 p.m. K. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

**LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

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WATERFORD.—J. Ayton, 82, Quay.  
 WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.  
 Meeting, Friday evening, at 7 p.m., at office.  
 WEXFORD.—P. O. Dwyer, Main-street.  
 WHITBY.—Paul Stamp, agent, Fleece Inn.  
 WHITSTABLE.—J. Donovan, Harbour-street, secre-  
 tary; J. Tookey, Faversham, agent.  
 WHITEHAVEN. } John Smith, Maryport.  
 WORKINGTON. }  
 YOUGHAL.—J. Collins, Braun-street.

**P. WOMERSLEY,**  
**DRAPER,**

**OUTFITTER,**  
**MILLINER,**  
**HOSIER,**

AND

**SHIRT MAKER,**  
 32, 33, 34, 37, & 39, Victoria Dock-rd.,

AND AT

**ROYAL TERRACE, UPTON PARK,**  
**LONDON, E.**

THE BEST HOUSE FOR

**SAILORS' & FIREMEN'S BOOTS & SHOES**

IS

**.S. VINICOMBE'S,**  
 11 & 23, VICTORIA DOCK RD., E.  
 ESTABLISHED 1867.

**MASTERS & Co.**  
 THE  
**CARDIFF, SWANSEA, AND**  
**NEWPORT CLOTHIERS.**

Seafaring men will do well to buy their clothing at  
 Masters & Co., who believe in fair dealing, one fixed  
 price, and no abatement; also, being the largest buyers  
 of clothing in the Principality, can sell cheaper than  
 smaller buyers.

**MASTERS & CO.,**  
 29 & 30, ST. MARY STREET,  
 292, BUTE STREET, CARDIFF.

**MASTERS & CO.,**  
 18 & 19, CASTLE STREET, SWANSEA.

**MASTERS & CO.,**  
 39 & 40, HIGH STREET, NEWPORT.

ALL SEAMEN COMING TO GRIMSBY,  
 GO TO

**JOHN ODLING,**  
 TAILOR, CLOTHIER, & OUTFITTER,  
 10, CLEETHORPE ROAD,  
 GRIMSBY.

**TO ADVERTISERS.**  
**NOTICE.**

Every Master and Mate in the Merchant  
 Service of Great Britain should, at every  
 opportunity, buy the paper **SEAFARING**,  
 as its columns are the only place to  
 find what is transpiring in the cabin and  
 on the bridge regarding the welfare of  
 our deck officers. Places of business  
 would do well to advertise in **SEA-**  
**FARING**, as the paper falls into the  
 hands of the Masters, Mates, and  
 Engineers, as well as the Seamen and  
 Firemen.

On behalf of the Shipmasters' and Officers' Union.  
**GEO. T. LUCCOCK, Sec.**

**"SEAFARING" WANTED.**

Sixpence each will be given for clean and per-  
 fect copies of **SEAFARING**, Nos. 3 and 5, volume 1.  
 Apply to Mr. Ranson, 150, Minorities, London, E.

## NOTICES TO MARINERS.

The substance of these Notices, as soon as re-  
 ceived on board, is to be inserted in red ink on the  
 Charts affected by them; and introduced into the  
 margin, or otherwise in the page of the Sailing  
 Directions to which it relates. See Admiralty  
 Instructions, 1887, Navigation and Pilotage, p. 368.

(The bearings are Magnetic, and those concerning  
 the visibility of lights are given from seaward.)

[No. 598 of the year 1890.]

ENGLAND—EAST COAST.

RIVER HUMBER ENTRANCE.

SPURN HIGH LIGHT—LIMIT OF VISIBILITY  
 NORTHWARD.

Information has been received, that Spurn high  
 light, river Humber entrance, is obscured by the  
 land to the northward, westward of the bearing of  
 S. 21° W.

(Variation 17° Westerly in 1890.)

This Notice affects the following Admiralty  
 Charts:—Blakeney to Flamborough head, No. 1190;  
 river Humber, No. 109; Also, Admiralty List of  
 Lights in the British islands, 1890, No. 193; and  
 North Sea Pilot, 1889, page 137.

[No. 599 of the year 1890.]

IRELAND—SOUTH COAST.

CORK HARBOUR.

HARBOUR ROCK—EXPERIMENTAL LIGHT-  
 BUOY WITHDRAWN.

With reference to Notice to Mariners No. 83 of  
 1890, and previous Notices, on placing an experi-  
 mental light-buoy eastward of Harbour rock, en-  
 trance to Cork harbour:—

Information has been received from the Cork  
 Harbour Commissioners, dated 17th October, 1890,  
 that the light-buoy, previously moored eastward of  
 Harbour rock, has been withdrawn.

This Notice affects the following Admiralty  
 Charts:—Ireland, west coast, No. 1824b; Kinsale  
 to Brattin head, No. 2336; Cork harbour, No. 1765;  
 Queenstown harbour, No. 1777; Also, Sailing  
 Directions for the Coast of Ireland, part I., 1885,  
 page 31.

By Command of their Lordships,

W. J. L. WHARTON, Hydrographer

Hydrographic Office, Admiralty, London,

18th October 1890.

## NOTICE TO MARINERS.

HARWICH APPROACHES.

NEW BUOYS ON THE BAWDSEY AND CUTLER  
 SANDS.

Notice is hereby given that a New Conical Buoy,  
 painted Black, and named Mid Bawdsey, has been  
 placed nearly midway between the North East and  
 the South West Bawdsey buoys.

The Buoy lies in 7 Fathoms Low Water Spring  
 Tides, with the following Compass Bearings:—

N.E. Bawdsey Buoy ..	N.E. Ely.
	(Distant 2½ths Miles.)
Shipwash Light Vessel ..	E.N.E.
	(Distant 3¼ths Miles.)
Middle Shipwash Buoy ..	S. by E. ¼ E.
	(Distant 2½ths Miles.)
S.W. Bawdsey Buoy ..	S.W. by W. ¼ W. Wly.
	(Distant 2½ths Miles.)

Also, that a New Conical Buoy, painted Red, and  
 named North Cutler, has been placed at the North  
 End of the Cutler Shoal.

The Buoy lies in 5½ Fathoms Low Water Spring  
 Tides, with the following Marks and Compass  
 Bearings:—

Alderton Mill in line with	the centre of Martello
Tower X ..	N.N.W. Wly.
S.W. Whiting Buoy ..	N.E. by E. ¼ E.
	(Distant 2½ths Miles.)
South Cutler Buoy ..	S.W. ¼ S. Sly.
	(Distant 1½ths Mile.)

The Buoy to the South of the Cutler Shoal  
 hitherto known as the Cutler Buoy, has been sur-  
 mounted with a Red Staff and Globe, and re-  
 named South Cutler.

By Order,

J. INGLIS, Secretary.

Trinity House, London,

Oct. 29, 1890.

## NOTICE TO MARINERS.

EAST COAST.

HAISBRO' LIGHTHOUSE.

Trinity House, London, E.C.

Oct. 27, 1890.

Notice is hereby given that, with a view of  
 rendering the Haisbro' Lighthouse more distinctly  
 visible during the day time, the White Tower has  
 now been painted with Red Bands.

By Order,

J. INGLIS, Secretary.

NORTHERN LIGHTHOUSES.

## NOTICE TO MARINERS.

POINT OF AYRE LIGHTHOUSE,

ISLE OF MAN.

Referring to Notice to Mariners No. 8 of this  
 year, the Commissioners of Northern Lighthouses  
 hereby intimate, that, as the Alterations at the  
 Lighthouse are nearly completed, the Light from  
 the Tower will, it is expected, be re-exhibited early  
 in November next, when the Temporary Light from  
 the Low Tower on the Point of the Spit will be  
 extinguished.

By order of the Board,

Northern Lighthouse Board, J. M. DUNCAN,  
 84, George-street, Edinburgh, Secretary.  
 29th October, 1890.

## NOTICES.

"SEAFARING."

Published every Saturday, price One Penny,  
 Will be sent to any part of the United Kingdom,  
 post free, at the following rates of subscription:—

Twelve Months ... .. 6s. 6d.

Six Months ... .. 3s. 3d.

Three Months ... .. 1s. 8d.

SEAFARING will be sent at the same rate, post  
 free, to any of the countries comprised in the Postal  
 Union.

All subscriptions must be paid in advance.

## TO CORRESPONDENTS.

Correspondents must write on one side of the  
 paper only anything meant for publication, and  
 address, not to 36—40, Whitefriars-street, but to  
 150, Minorities, London, E.

All communications should be addressed to  
 ARCHIBALD COWIE, SEAFARING Office, 150,  
 Minorities, London, E., to whom remittances must  
 be made payable. (Post Office Orders at Minorities,  
 London, E.) The Editor declines all responsibility  
 for rejected manuscripts, although when stamps  
 are enclosed he will endeavour to return such  
 matter as he may be unable to use.

Communications arriving so late as  
 Thursday cannot be guaranteed in-  
 sertion.

## COMPLETE AND SPECIAL REPORT OF THE

## SEAMEN'S CONGRESS

AT GLASGOW

May be obtained, price 2d., post free 3d.,  
 at SEAFARING Office, 150, Minorities, London, E.

## Seafaring.

SATURDAY, NOVEMBER 8, 1890.

## MERCANTILE MARINE OFFICES.

About forty years ago, writes a corres-  
 pondent, these offices were called into  
 existence to stop the rascality and thievish  
 doings practised by masters and owners  
 upon British seamen. There are many of  
 us still alive who remember the time when  
 men were paid off by the master in his  
 cabin, and how Jack was cheated and  
 defrauded of his wages. Slops, cash, and  
 tobacco which he had never received, were  
 charged to him; wages were reduced on

the slightest pretext, and the only remedy he had was the Police Court, which being always crowded with shore cases, the magistrate never had the time or inclination to investigate a seaman's complaint. The result was that the applicant's wages were invariably swallowed up in law expenses, after hanging about the Court for days together, or he had to take the amount, however deficient, that the captain chose to pay him. To meet the cost of these offices a shilling fee was charged to all who were engaged or discharged, and a similar amount, based on the tonnage of the ship, was charged to the owner. The control of these offices was vested in the hands of the Board of Trade, which had power to appoint a shipping master and staff at each port, at such an adequate remuneration that they could afford to be impartial, see justice carried out, and robbery prevented.

A few years ago all fees were abolished, and the cost of maintenance had to be borne by the Treasury, so that masters and owners are now supplied gratis with all the forms (articles, wages accounts and such like) at the expense of the nation. Local Marine Boards, composed of small ship-owners, have been granted a kind of semi-official control over the staff, thus at once crushing the independence of the officials, and tending to make them subservient to a body they were created to wring justice from. For many years past a cheese-paring policy has been practised in these offices. When a superior officer dies or leaves, the junior is appointed to the duties at a lower permanent salary, and each succeeding appointment is degraded as vacancies occur. Petitions have from time to time been forwarded by the officials asking for justice, but no notice is taken of them. The cutting-down process still continues, save when a really superior vacancy occurs, and then a captain pensioned from the Royal Navy is appointed, and he has to be coached and taken care of by the very person who should have received the berth.

No Government visits are now made to see if equity is administered, and the whole real usefulness of these offices will soon fall into abeyance. Shipowners hate them, and are trying all they know to get them abolished in order once more to have the seamen at their mercy. Can it, then, be wondered at if some of these shipping masters, whose salaries are now reduced to a bare existence, should lose their independence of character, and pander to masters and owners?

This must not be. Jack must demand to have these offices brought back to their old state of efficiency. They must be released from the control of the Local Marine Boards. The staff must be sufficiently paid for their duties. An inspector, understanding the work, must be appointed to continually visit all the offices, to hear complaints, and see that the work is properly performed, but no Navy man, or ignorant protégé of some official at the Board, should be appointed. It has been generally acknowledged that the staff employed have, on the whole, fairly well done their duty, and the seamen as a rule trust to their decisions in cases of dispute. But, should they be vilified by the Union, and neglected by the Board of Trade, they will in time become the tool of the shipowner, who will, for his own ends, either get them abolished, or use them with tenfold vigour against all forms of justice, and against the just claims of our seafaring population.

## NAUTICAL NEWS.

THE Czar's new yacht, the *Polar Star*, is now not only the largest yacht afloat, but probably the most rapid.

THE *Hospodar* has the unusual record of making the passage from London to San Francisco in 474 days, or considerably over a year.

On Sunday night a gale was blowing in the Irish Sea. Severe weather seems to have been general all round the coast. Several minor disasters are recorded.

At Bangor County Court, Robert Jones, pilot, for the running down, in Holyhead Harbour, of his boat the *Sunshine*, by the French brig *Henri Frelina*, of Brest, claimed £40 and was awarded £25 and costs.

CAPTAIN ROBERT WEIGHTMAN, of the barque *Larissa*, of North Shields, has had his certificate suspended for two months, as the result of a Board of Trade inquiry into the loss of that vessel off Gunfleet Light, Essex, last month.

A LARGELY attended meeting of fishermen was held at Buckle on Saturday, to protest against trawling being permitted in the Moray Firth. It is generally admitted that the supply of fish is becoming exhausted on this portion of the Scotch coast.

The South Shields Local Marine Board has held inquiry into the alleged misconduct and drunkenness of William Robson, chief engineer of the screw-steamer *Cossack*, of Hull. Defendant did not appear. The court suspended his certificate for nine months.

It is very important (says a Holyhead correspondent) to captains entering the Holyhead Harbour of Refuge not to allow a boat of any kind to approach their vessels, and especially not to give out a line, as salvage is claimed from ships in the most trivial cases.

At Woolwich, Nov. 1, three labourers in the Arsenal, Kane, Morris, and Hunt, were charged with a bargainman, named Frank Douse, with the unlawful possession of 40 lbs. of currants belonging to a ship named the *Vulcan*, wrecked off Woolwich, and now breaking up. Each fined 10s.

An amicable arrangement has been concluded amongst the Colonies—South Australia excepted—to provide money for the erection of a lighthouse on the Snares Islands, a number of rocks south of New Zealand, and dangerously within the track of vessels trading between the Colonies and America.

A PAMPHLET entitled "Experiences Aboard Ship," quotes Macaulay as follows: "When he wanted his ship to tack to larboard, he moved the mirth of his crew by calling out, 'Wheel to left.'" Such was the order of a "horse marine." 'Twas the time when generals commanded ships. Now-a-days old women often command them.

CAPTAIN S. G. WARNER, of the *Amethyst*, s, has got £50; chief officer H. C. Kramer, £25; second officer J. MacGillray, £15; chief engineer Jas. Murdock, £20; second engineer W. J. Johnson, £20; third engineer W. Carole, £10; presented to them by the underwriters for their conduct on the occasion of that ship's cargo of cotton being on fire.

THE Board of Trade inquiry into the loss of the *Elsa*, s, of Glasgow, off the Cornish Coast on Sept. 27, has resulted in the suspension of the certificate of her master (Captain Crawford) for three months, during which it is recommended that he should be allowed a first mate's certificate. The Court considered that Captain Crawford had in many respects proved himself a competent seaman.

THE committee of the Naval Exhibition, which is to be held in Chelsea in 1891, appeal for collections of pictures (embracing battles, portraits, original sketches of war artists, old prints, miniatures), relics, manuscripts, and naval trophies, ancient naval arms, presentation swords, busts and statuettes of distinguished naval officers, and uniforms. Every care will be taken of such articles lent.

GEORGE AUSTIN, captain of the British brigantine *Marion*, for unlawfully carrying a seaman without entering his name in the official log, was at Plymouth, on Oct. 31, fined £4 and costs. The seaman was washed overboard during a gale two days after leaving Bridport, and in consequence of the absence of the name of deceased in the log it was found impossible to communicate the occurrence to the relatives. The defendant stated that the rough weather experienced after leaving Bridport prevented him from entering the name.

## SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

### LONDON DISTRICT.

The general secretary, Mr. Wilson, who has returned from Cardiff, reports that agitation there is by no means so fervent as has been represented. The Shipping Federation, he declares, exists only on paper. He had pointed out, with full acquiescence, to a great meeting of Union men at Newport, that no member should proceed to sea with any man who belonged to a Union receiving the support of shipowners. An illustration of this point was afforded by a recent case at Barry, where members of the Union preferred to risk imprisonment rather than go to sea with a member of the Shipowners' Union. Out of about seventy vessels in the Bristol Channel which were visited, by representatives of the Union on Saturday all were manned by their members. The principal objection of the Federation and of some non-federated owners to the Union is the fear of the influence exercised in promoting legislation and in enforcing existing law on the local line and kindred subjects.

At the usual weekly meeting of the Green's Home Branch, at the Wade's Arms, Oct. 30, Mr. Curtis in the chair, a letter was read from the Deacons Court of the Presbyterian Church, granting the use of their schoolroom for our weekly meeting on Tuesdays. It was decided that the offer be accepted, and that our meetings be held for the future in the schoolroom, Plimsoll-street, on Tuesday evenings. Mr. Fitzgerald, the delegate representing the Labour Unions of Australia attended, and, having been introduced by the secretary, briefly addressed the meeting, after which he presented, on behalf of the Branch, to Mrs. Hickey, Wade's Arms, a gold set, brooch and earrings, for her kindness in throwing her rooms open to Branch since its formation.

Mr. A. Mercer, secretary of the Green's Home Branch, has received the following letter from Mr. Samuel Smith, who represents the Seamen's Union on the Labour Defence Committee. "The letter is dated Sept. 17:—'It is with much satisfaction I pen these lines to give you a brief résumé of our position. The first marine officers came ashore on Aug. 17 from the s.s. *Adelaide*. The Seamen's Union, and other kindred maritime Unions, had not determined upon their 'plan of action.' All the Unions had decided at their previous meetings that should the officers prove true to the cause of Unionists they would command the entire sympathy and support of the organised workers. With few exceptions they (the officers) responded to the call, in an exceptional degree, surprising friends and foes. As the steamers arrived in Sydney, Melbourne, Brisbane, Adelaide, also in Cooktown, Port Pirie, and Maryborough, Queensland, in the earlier stages, the crew of the s.s. *Cruba* were determined to throw their lot in with us. The delegates visited our rooms, explaining their intentions, and asked our opinions on the position. Mr. Thomas M. Davis, our secretary, had a long interview on the situation, and successfully arranged how to act. The Sydney maritime societies all declined to work the overseas vessels, although the adjacent ports continued to work them, but an hour ago we got a telegram from Port Melbourne, intimating their intention to cease work. The seamen, wharf labourers, coal lumpers, have been idle since Aug. 20. The Illawarra miners ceased work on Aug. 27 and Sept. 3, Newcastle miners on Sept. 1, the Western miners on Sept. 16. The inter-colonial labour delegates met on Friday, 12th inst., to attempt the arrangement of some basis of settlement. We have decided to call out the shearers, carriers, and rouseabouts on the sheep-shearing stations. The banks and monetary institutions are quite paralysed at this determination on our part. At the present moment we are quite confident of success. The owners are speaking very bravely through the medium of the Press, and asserting they have conquered us, and they expect we will submit to terms they deem fair and reasonable. You can understand what that means—a return to slavery. Long before you peruse this the result will be known, which, I predict, will be another stride towards our goal, emancipation of labour. Since the advent of this gigantic battle, the labour leaders have been always ready and willing to confer with the opposite party, but they declined, insisting they had nothing to confer about. The papers asserted we would get no assistance from the British Trade Unions, apparently being jubilant at the idea. Your contributions were received here with acclamation.



At the meeting of Tidal Basin Branch, Oct. 31, Bro. Butters in the chair, after the enrolling of new members, and the reading and adoption of the minutes and financial statement, Bro. Summers and Bro. Leask tendered an apology before the meeting with reference to some business between them and the officials. A letter was read from Hull Branch, and also from the H.O., with reference to the bills issued by the boarding-house Union at Cardiff. A letter was read from the Labourers' Union of New Zealand thanking the crew of the s.s. *Manori* for refusing to work coal as cargo while the strike was on. Bro. Hanlon made a complaint against the men of the same ship for not being able to do their duty. Bro. McDade tendered his resignation as committee man of the Branch. The boatswain of the s.s. *Ruephua* was fined £3 for persuading his men to sign aboard that ship. Mr. Walsh then spoke with reference to the East London Labour Council, stating that it would be to our interests if we were represented on it. It was then resolved that delegates be elected to sit on the above council. The following members were elected: Bros. Haley, McDade, Stowers, Hooper, Starr, Starkey, and Jones. I may mention that the shipping is very dull here.

At a meeting of the Rotherhithe and Deptford Branch held Oct. 27, Mr. Sullivan in the chair, the members enrolled during the week were duly accepted. The previous week's minutes, financial statement and correspondence were duly accepted as read. It was proposed by Bros. Tedder and Dray, that Bro. Watson apologise to the members present for the foolish way he has been making statements about certain things connected with the Union. It was proposed as an amendment by Bros. Connor and Corbett, that he be fined 2s. 6d. and apologise. For the motion 3 voted, for the amendment 28. The amendment was therefore carried. It was proposed by Bros. Connor and Corbett, that Bro. Penning be summoned to the next meeting to answer a charge brought against him for helping non-Union men to get employment. This was carried. It was proposed by Bros. Connor and Rivers, that all members of this Branch pay towards the 10s. levy. This was carried unanimously. Mr. J. H. Wilson being present, addressed the meeting as some length, after which a hearty vote of thanks was passed to our general secretary, and the meeting adjourned.

(The above report did not reach us till Oct. 31, and was therefore too late for last week.—Ed. SEAFARING.)

Rotherhithe and Deptford Branch meeting was held at Chichester Tavern, Lower-road, Deptford, Nov. 3, Mr. Sullivan in the chair, when members enrolled during the week were accepted, and the minutes and financial statement and correspondence accepted. The case of a member of this Branch was then heard, it being left over from last meeting to enable Bro. Connor to get the other witnesses present. After hearing the evidence from both parties, which lasted some considerable time, it was resolved that he be fined £1, and to pay up his entrance fee, the same to be paid within a fortnight, or expelled. A hearty vote of thanks was accorded to the delegate from Stevedores' No. 6 Branch for coming forward to give his evidence in the case.

#### LIVERPOOL BRANCHES.

At the meeting on Nov. 3, Mr. H. R. Taunton in the chair, Mr. R. McMahon vice-chair, the chairman having introduced the new secretary for the Branch, Mr. S. G. Brown, by suitable remarks, the minutes were passed. Correspondence having been read, it was moved by Mr. J. Conway, seconded by Mr. J. Lees, supported by Mr. Robt. Davies, in reference to the general secretary's letter respecting the proposed appointment of Mr. Sullivan as secretary for the new Branch at Runcorn to be opened next Wednesday, the 5th inst., that Mr. Sullivan be not appointed, and that the choice for the position rest with the Branch, considering that this Branch bears the initiatory expenses. The financial statement and report of the delegates to the Federation Conference being read and passed, the district secretary (Mr. W. Nicholson) gave in his report in reference to the opening of new Branches at Runcorn, North and South Liverpool Docks, and the general work coming under his notice. It was moved by Mr. D. Thompson, seconded Mr. J. Austin, that a hearty vote of thanks be passed to the district secretary, showing the members' entire confidence in him. This being put to the meeting was unanimously carried. It was resolved that the shipwreck claim of Mr. George Richardson be not entertained. Mr. Stout's death claim was next dealt with. As he was not a member of the sick and burial department, it was proposed that the secretary make further inquiries into the matter. As an amendment, it was proposed that the claim be entirely rejected. For the amendment

10 votes, for the resolution 9 votes. The amendment was therefore carried. The secretary then gave particulars respecting the case of s.s. *Bayfisher*, from Cowes at Garston Dock. Having been loaded by non-Union labourers, the Union labourers of Liverpool refused to discharge her. Mr. W. Wilkinson, of the Lion Hotel, Garston, agent for Liverpool Branch, notified the case to the secretary in reference to the Union hands on deck. The secretary informed the members that he had been on board, and had ascertained that the firemen on board were not Union men. He gave instructions to the sailors not to interfere in any way, but on no account to either work winches, or in any way to assist to discharge cargo. It was moved by Mr. Bernard, seconded by Mr. J. Conway, that the action of the secretary be approved; carried unanimously. It was then moved by Mr. Joseph Gibbons, seconded by Mr. J. Ball, that the election of secretary for the Stanhope-street Branch be by ballot, the candidates retiring from the room. It was moved by Mr. F. Fone, seconded by Mr. D. Thompson, that Mr. A. Flay be a candidate. It was moved by Mr. Joseph Gibbons, seconded by Mr. Bernard, that Mr. J. Conway be a candidate. Mr. F. Fone moved, seconded by Mr. D. Thompson, that the chairman and district secretary be appointed scrutineers. Upon the ballot being taken the result was an equal number of votes. The chairman then gave his casting vote by drawing the first paper that came to his hands out of a hat, doing so blindfolded. The first paper bearing drawn bearing J. Conway's name, Mr. Conway was then duly elected as secretary for Stanhope-street Branch, Liverpool South Docks, and at 10.30 the meeting adjourned.

At the weekly meeting of the Bootle Branch, Mr. Ryan in the chair, Mr. W. Campbell in the vice-chair, the following business was transacted. The resignation of Dr. Leet was put before the members, and Mr. T. Parkes moved that the secretary call on Dr. Leet to attend the next meeting in order to give an explanation; seconded by Mr. Ford, and carried. The delegate who attended the Federation Conference, which was held in London last week, then gave his report in, and also read the minutes of said meeting, which were accepted as satisfactory. The next business was the case of the widow of a member of this Branch, who in a letter asked for relief for herself and children. It was decided that somebody be delegated to inquire into this case. The secretary then gave the members a detailed account of how more Branches were going to be opened in Garston, Liverpool and Runcorn. Mr. Kirman moved that Mr. Connarty assist in opening these Branches, and that any travelling expenses be defrayed out of the Branch management fund; this was seconded by Mr. Murphy, and carried. Immediately after the adjournment, a letter arrived from Dr. O. H. Leet, but as most of the members had dispersed it was not read to the meeting.

#### GLASGOW BRANCH.

At the usual meeting, Oct. 30, Bro. Archibald McGregor in the chair, the minutes of the previous meeting, the committee minutes, and the weekly financial report were read, and questions being asked and answered, they were unanimously accepted. Before proceeding with correspondence, the secretary referred to the case of one of our members who had been scalded on board the s.s. *Circassia*, lying in New York, from which injuries he had died. Although the Employers' Liability Act is not extended to seamen, yet through the efforts of our law agent (Mr. R. A. Rennie) the sum of £100 had been recovered for the member's father, who was in very poor circumstances. This was the case previously referred to of sending a man up in a boatswain's chair to clean the funnel of the steamer right on top of the steam pipe, steam being on the main boilers at the time to a pressure of 65 lbs. Immediately on the man getting in line of the steam pipe, the valves below were eased, and the member was literally roasted alive. Many think that this is a case that warranted more than damages. Correspondence was read from the general secretary, from the Birkenhead Branch, from Bailymoray, from Bristol, and from Londonderry. Commenting on the letter from Birkenhead, res. s. *City of Dublin*, Bro. D. Kelly, as one of the crew of five men who had signed in that vessel, stated that through looking after a non-Unionist who had got into the shipping office, he had failed to hear the wages read out, but understood that they were the same as had been paid in the two previous city liners, viz., £4 10s. He (Kelly) did not know to the contrary until the day the vessel was going to sail, when he immediately took his baggage on shore, saying he would not sail in the ship for the reduced rate, as he was certainly of opinion that all the other firemen knew perfectly well what the wages were as they had been apprised of the fact when in Liverpool on their last homeward voyage in the same ship. Other members corroborating

Bro. Kelly's statement, a motion was made by Bro. Higgins, seconded by Bro. R. Smith, that Bro. Kelly be exonerated for backing out of the ship, but that the other firemen who proceeded with her be each fined £1. As an amendment Bro. Kelly moved, and Bro. Magee seconded, that they be each fined 10s. For the amendment only four voted; the motion fining them each £1 was declared carried by a very large majority. A complaint that had been lodged by Bro. McCormick against Bro. McLaughlin was referred to again, but as McLaughlin failed to be present, the secretary was instructed to send him a summons to attend the first meeting. A lengthy discussion then took place on Union men taking the places of brother Unionists who were asking their just rights in the Donaldson Line. The names of the chief actors in this were mentioned as T. McNeilly, R. Holmes, and J. McPhee. To end the discussion the secretary intimated that he would pay a visit to the ship's husband of that Company on the matter, with a view to coming to some arrangement, and report at next meeting.

#### SWANSEA BRANCH.

At the weekly meeting, Oct. 28, Mr. Gardner (district secretary) referred to the strike threatened in the Bristol Channel, and asked the members to send our secretary to Cardiff to attend a conference between all the secretaries of the Bristol Channel. It was decided that our secretary attend. A hearty vote of thanks was accorded to Mr. Gardner. Proposed by Bro. G. Harris, and seconded by Bro. Rohn, that this meeting approve of the action taken by the general secretary in reference to the strike in the Bristol Channel; carried unanimously, with cheers.

At the weekly meeting, which was well attended, Nov. 4, the chief business of the evening was the election of four delegates to represent the Branch at the Trades Council meeting to be held on the 5th inst., when Bro. Thomas (secretary), Bro. Williams (chairman), Bro. Thompson and Bro. Reeves (trustees) were duly elected.

#### SUNDERLAND BRANCH.

At the usual weekly meeting, Nov. 3, Mr. Alston in the chair, the secretary read several letters, one being from six members of the Branch in the s.s. *Peeres*. It stated that the ship was on her way from Odessa to Rotterdam, when four of them took sick, and when coming through the Bosphorus they asked the captain to take them to see a doctor or bring a doctor to see them. The captain, it is alleged, refused, and the men were too sick to relieve the watch. Then the captain, it is said, went into Constantinople, saw the Consul, took summonses for the whole six of them, and took them before the Consul, and that representative of Great Britain, without hearing a word from the men, fined them £1 and costs. There was another letter from the Rev. Edgar Lambert giving an invitation to all seamen at the Seamen's Institute, where Doctor Wood is giving a course of lectures on ambulance work. Any able to get to the six lectures will be entitled to go up before the Ambulance Association for examination. Doctor Wood did the same last winter, when 25 seamen in Sunderland passed successful examinations and received certificates from St. John's Ambulance Association, and the doctor was proud of his pupils. It is to be hoped that twice that number will pass this season. As SEAFARING pointed out long ago, no class of men require such useful knowledge more than seamen do, and it is a well known fact that many seamen have been maimed for life through want of a little elementary surgical knowledge at sea.

#### MIDDLESBROUGH BRANCH.

At the general meeting Nov. 3, the vice-president (Mr. Wm. Bowden) in the chair, there were three members enrolled, including one £20 member. The minutes were confirmed. Correspondence was read, including letters from several Branch secretaries, which were accepted. Several complaints were dealt with, one member being fined 10s. for doing the work of two men. The fine was paid, and after various other business the meeting adjourned.

#### DUBLIN BRANCH.

At the usual weekly meeting, Friday, Oct. 31, Bro. J. P. Cullen in the chair, the minutes and financial account, as well as correspondence being passed as satisfactory, the adjourned complaint against Bro. Mulligan was gone into, and after a long discussion it was settled satisfactorily to both parties. The outside delegate's report was passed as satisfactory, and after some private business, the meeting terminated.



## LEITH BRANCH.

At the general meeting of this Branch held on Tuesday, Oct. 28, in the Lifeboat Hall, Bro. R. Allen presiding over a very fair attendance, the minutes and financial reports having been read and adopted, the delegates' report was read, when some discussion took place regarding the crew of the s.s. *Dunedin* and their dispute. Correspondence having been read from the general secretary, it was agreed to support the action proposed to help the Australian strikers. A letter was read from a firm of shipping agents in Leith, complaining that a Leith member had deserted a vessel, and as he had previously been reported for the same offence, it was unanimously agreed that he be fined 10s. The report of the committee appointed in connection with the soiree, having been given, it was unanimously agreed: "That the soiree, concert and assembly be held on Friday, Dec. 5, and that the Assembly Rooms be engaged." A committee was then appointed with full power to transact all business in connection with the soiree. Shortly afterwards the meeting was brought to a close. Great difficulty is still experienced by captains in obtaining crews, owing to the scarcity of men.

## GRIMSBY BRANCH.

The usual weekly meeting was held at Unity House, on Monday, Nov. 3, Mr. G. T. Brock, president, in the chair. The minutes and accounts of the previous week and outside delegate's report were passed. Seven new members enrolled during the week were accepted into the Union, on the motion of Bro. Harris, seconded by Bro. Little. The shipwreck claims arising out of the loss of the s.s. *Castle Rising*, of Frederick and Arthur Elliott, were duly considered and ordered to be paid, on the motion of Bro. Johnson, seconded by Bro. Lloyd.

Shipping rather slack here, the Baltic trade now taking off, but full Union rates are still maintained when hands are required.

It is a source of much gratification to this Branch that one of the trustees, Mr. C. Chapman, has been again re-elected to the Town Council. The Trades Council likewise ran five labour candidates at the late municipal elections, and succeeded in wresting one seat from the retiring members, and polled remarkably well in the other four wards. This was rather a large order for a young council like ours, but the members composing it are determined and energetic, and mean to have a voice in the future in the government of the town.

## NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Nov. 3, Mr. Dunn in the chair, there was a discussion regarding the concert recently held for the benefit of men injured aboard H.M.S. *Katoomba*. Mr. Mansell said that he understood that there were nine of the injured men to receive this benefit, but after he had divided the money among eight of the men he discovered that there were ten, so he had withheld one share pending the decision of the Branch whether the engineer or the navy stoker receive it. It was resolved that seeing a resolution had been passed at a previous meeting that the navy stoker receive the benefit that the former resolution be endorsed. The minutes were adopted. The following resolution was unanimously adopted:—"That the Newcastle Branch of the N. A. S. & F. U. are prepared to fight the Shipowners' Federation to the bitter end." Mr. H. Burnett then addressed the meeting, and said that he had been away before the Union commenced, and wished to become a member, but he did not think it fair that he should pay £1 12s. 11d. as entrance fee he not having had a chance to join before. Mr. Mansell said that men had joined similarly situated to Mr. Burnett and become full members at once by paying up from the time the entrance fee was 2s. 6d., thus bringing themselves into benefit at once. Mr. Burnett said that he was a member of the Australian Union, and could have joined in Green's Home Branch for 2s. 6d. on account of his being away so long. It was resolved that Mr. Mansell communicate with the secretary of Green's Home Branch and ascertain if such is the case. Mr. Laws said that he was a member of the Shipmasters' and Officers' Union, and there was some trouble because he sailed as A.B. He had the chance of a job on board the s.s. *John Ormston*. Would he be allowed to join the Union and pay what he could on Friday? It was resolved that Mr. Laws start work and pay his entrance fee by instalments.

## BURNTISLAND BRANCH.

At the weekly meeting, Nov. 3, Mr. Charles Campbell presiding, the secretary read several letters from various Branches, also from the general secretary, in reference to an appeal from Australia, which was highly approved of. Shipping has been very dull here this last week. The s.s. *Clabria*, of

Dundee, being in here, and requiring some hands, at first Burntisland men would not ship for £4 10s. Next day the captain offered £4 15s., but on account of the captain refusing our old man permission to go on board and examine the men's cards, he being suspicious that all was not right, the old boy would not let him have one of his men at any price. So after laying in the roads for twelve hours, the ship steamed away to a cheaper labour market, but we are sorry to say he had a fireman named Thomas Smith, a member of the Dundee Branch, who came here with the last train at night from the North and got on board. Our secretary will be prepared for him on his next visit here, and make him pay more than the 6s. 8d. he was in arrears when he smuggled on board in the dark. Had he come openly here for a boat, he could have had his choice, for Mr. Cowie, secretary of Grangemouth Branch, was wiring here every hour for men to be sent to him, and in some cases to have men sent off to the steamers as they came down to Burntisland Roads. Men are very scarce and not to be had to-day. Mr. Moodie had a wire to send nine men to the s.s. *Loch Ard* in Granton and not a man to be had in Burntisland. The committee wish it to be distinctly understood that all members of this Branch pay their levies at whatever port they may call into, as it is very seldom any of them give us a visit here.

## HULL BRANCH.

The usual meeting held in Unity Hall had to be adjourned last Friday on account of the secretary being ill. At the general meeting held on Tuesday a letter from the Sailmakers was freely discussed, and it was resolved that a copy of the letter be sent to the Executive. A resolution was passed that no member of the Hull Branch sign by the month in any vessel going to the Bristol Channel until the present dispute is settled to the satisfaction of the Union. A complaint was made by G. Moir against John Sullivan, of the Glasgow Branch. A great victory was scored here the other day. Our delegate boarded the s.s. *Derwent*, of Grangemouth, but found no Union men on board. The crew stated that the greater part of them did belong to the Union at one time, but they were given to understand that if they continued to belong to it that their services would not be required any longer in the Carron Company. Our delegates, in company with the Dockers' delegate, waited on the agent, Mr. Moran (who is greatly esteemed here) and stated their case, and urged upon the owners to pay part of their entrance fee, as it was through their influence the men backed out of the Union before. The owners finally agreed to pay 10s. per man, which they did. This is not the first time that the Hull Branch has been indebted to the Dockers' Union for their assistance.

## HARWICH BRANCH.

At the general meeting, after the usual routine business was transacted some discussion took place on several important subjects in connection with the Union, and also several circulars from the Executive Council. It was moved by Bro. E. Cattermole, seconded by Bro. H. Gilbert, and supported by Bro. A. Lee, that the members of this Branch are prepared to render all the assistance in their power to the Executive in any action they think necessary for the support of the Bristol Channel Branches, or any other of the Branches of this Union. A resolution was also passed that this Branch leaves it to the discretion of the Executive whether or not they give a loan of £1,000 to the Australian Unions. Those resolutions were carried unanimously.

At the two previous meetings held on Oct. 10 and Oct. 17, a chairman, vice-chairman, and 12 members of committee were duly elected by a unanimous vote, namely: Bro. E. Cattermole, chairman; Bro. John Tyrrell, vice-chairman; and Bros. C. Winder, H. Gilbert, H. Knight, A. Webb, J. T. Ward, A. Lee, J. D. Price, W. G. Price, senr., G. Hume, T. Edmonds, W. G. Price, junr., I. Brett; they were also confirmed in their election at the two last meetings.

## GOOLE BRANCH.

At the weekly meeting on Tuesday, Mr. W. Field in the chair. Mr. Holliday, shipwright, a member of the Trades Council, was present, and addressed the meeting at length, and a vote of thanks was accorded him. On the motion of Bro. Gunn, seconded by Bro. Knott, a question was asked respecting shipwrights shifting ship in Goole, the sailors claiming it was their work to shift ship and take her into dry dock. Mr. Holliday said he was sorry to hear the sailors having to complain of shipwrights doing their work, but if the secretary would write to their secretary he was sure the shipwrights would give way. The secretary was instructed to write.

## DUNDEE BRANCH.

A meeting of this Branch was held Nov. 3, Mr. A. McDonald, president of the Branch, in the chair. The circular from the Dundee Trades Council was again brought before the meeting regarding the election of labour candidates for the Town Council. The circular issued from the Trades Council was to the effect that they wished to know how much this Branch would be able to contribute towards the support of such representation, the result of the discussion being that the Branch would endeavour to contribute a sum worthy of it. The two M.P.'s for the city, viz., Mr. Edwin Robertson and Mr. J. Leng, addressed a meeting of their constituents in the Kinnaird Hall on Friday evening. Mr. Leng's proposal to introduce a Bill requiring when ships are lost seamen's wages to be paid as if the voyage had been completed is approved by us. The secretary had sent in four very important inquiries, which were: 1. If they would support a Bill, that shipwrecked seamen's wages would not be stopped until they arrive back in a British port. 2. If they would support a Bill to put a stop to undermanning in British vessels. 3. If they would support a Bill to abolish deck loads in British vessels. 4. If they would support a Bill to revise the victualling scale for seamen. 5. If they would support a Bill to prevent foreign labour in British vessels to a limited extent. To the two first questions, Mr. Robertson said that he would give them his support. But the other three being very difficult and technical questions, he suggested that representatives from the Union should meet them on the following day. The following members met them in the Gillfillan Hall next day. A. McDonald (chairman), A. McGavin, D. Deulacra, and the secretary. When the deputation laid before the M.P.'s the above questions, which were thoroughly discussed on both sides, the M.P.'s stated that if the Executive of the Sailors' and Firemen's Union would lay before them any proposals relating to the amendment of the Merchant Shipping Act, they would give them consideration.

## PETERHEAD BRANCH.

Our business meeting took place on Tuesday, and the minutes of previous meeting read and approved of. The secretary gave in his report antecedent to the Congress, held in Glasgow, and was instructed to send the following copy of resolution to Mr. J. D. Boyd, secretary, Glasgow:—"That the members thank Mr. J. D. Boyd and his committee for the courtesy shown to their secretary, and also for the hospitable manner in which he was entertained, and that they will strive to get the Peterhead Branch so strong that the day may come when the Congress will meet at the most easterly Branch in Scotland." The case of Robert Grant, No. 166 A.B., referred to in my last report, came up, in his presence. The secretary had received a letter in which Mr. Grant regrets that he took the stand he did, and assures the members it will not occur again. It was agreed this being the first complaint of any moment against a member, that his apology be received, and allow him to proceed in the vessel, which has now sailed, and manned by a Union crew. It is to be hoped that other members will note that every member who deliberately breaks any of the by-laws will not be treated in the same manner. The s.s. *Northward* arrived here on Tuesday, and on the secretary demanding a sight of the crew's Union books, found that only one of the crew was a member of the Union, and that a Peterhead "blackleg" was on board, he the member, was informed that unless the Peterhead man joined the Union that he would have to come on shore, as there were Union firemen here in want of employment. This the Union member promised to do, but "Jack" wishing to run his own show, sailed with the Peterhead "blackleg" who declined to join the Union. The Branch which the member belongs to has been informed. More news later on.

## ROTTERDAM BRANCH.

The following is the copy of a letter addressed to the British Consul here:—Rotterdam, Nov. 3, 1890, to H. Turing, Esq. DEAR SIR,—A lot of British seamen and of other nations, residing in this town, held a meeting to-day to consult about what steps have to be taken to do away with the mode of crimping in this port. I have therefore been requested to write to you, as it is impossible for any seaman coming to this port and wishing to ship out of it again, to do so without consulting a shipping master, as they call themselves. We are of the opinion that the British Consul is the only shipping master, and appointed as such by the Board of Trade, as we have to pay in this or any other foreign port one to two shillings for shipping or discharging, but on the other hand we have further outlays, to a fellow who calls himself shipping master, of



from three to five florins and upwards, which amount is deducted from the advance note. This we consider illegal and fraudulent. For instance, last week some vessel signing and the captain willing to pick his own men, captain and men were informed by your manager that they could not sign without being engaged by a so-called shipping master or crimp. The clerk at your office told the captain that he could not trust the men, as they were a lot of rogues, and he would only have bother with them. The captain after this engaged one of the aforesaid so-called shipping masters, and the same men were then engaged and signed articles; they were good then, but no good before, simply for paying three florins to the so-called shipping master. We therefore ask you kindly to see into this matter, and give all sailors free access through your shipping office whenever they need employment, without falling into the hands of the aforesaid shipping masters. If the old style goes on much longer, we shall not hesitate to go to headquarters, as the sailor of to-day is not as stupid as ten years ago. Please take this in consideration, and hoping that we see things altered within a short time, we are, yours most respectfully, A NUMBER OF SEAMEN. P.S.—If the so-called shipping masters would assist us, and try their best to secure us better wages, instead of cutting them down in every possible way for the sake of feeding their pockets, we would be most willing to pay them fair wages for fair work.

#### ARKLOW BRANCH.

At the usual weekly meeting, Oct. 28, Bro. Roche in the chair, Bro. Mahon proposed that the secretary write to the secretary in Cardiff about two vessels named *Satellite* and *Premier*, both belonging to Arklow, and if possible to get them blocked, as they had scab crews. Bro. Roche said that the members of this Branch should stand by their brothers in the Bristol Channel. It was supported by Bro. Crane, who said it was the duty of men as brothers to stick together. It was put to the meeting and carried with cheers. The meeting then terminated.

#### KING'S LYNN BRANCH.

At the usual meeting, Bro. C. W. Arnold in the chair, the secretary stated that since last session there had been a s.s. here with some non-Unionists on board, and with the help of the dockers we had enrolled two members in our Union, one for Leith and one for Belfast, also one for the Officers' Union, and are pleased to state the said s.s. had a Union crew when she left this port; also had enrolled one for this Branch. It was moved that he be accepted; carried.

ANOTHER disastrous flood has occurred at Grimsby Docks.

THE improvement in the condition of the Scotch shipbuilding trade which took place three months ago, has been maintained during October.

INFORMATION has reached Cardiff that the remains of a sailor had been discovered on the beach at Pissagua, in a terribly mutilated condition. He proved to be one of the crew of the *Lobo*, of Liverpool, and shipped at Cardiff in the name of P. Johnson. No clue to the murderer has been found.

INTIMIDATING A MATE.—At the London County Sessions, Clerkenwell, on Saturday, before Sir P. H. Edlin, Q.C., and a full bench, the case of Maynard appellant, Williams respondent, was heard. This was an appeal from a sentence of Mr. Montagu Williams of six weeks' hard labour, for intimidating Thomas Jennings Reed, a mate in the employ of the General Steam Navigation ship *Heron*, loading in the London Docks for Oporto, for doing an act which he had a legal right to do. Mr. Macmorran supported the conviction, and Mr. Forrest Fulton appeared for the appellant. This was a case arising out of a dispute between Union and non-Unionists, consequent on the employment of two gangs of men to load the steamship *Heron*, one of which was engaged at 8d. and the other at 7d. per hour. It was alleged that the appellant told Mr. Reed that if he employed the sevenpenny gang he would chuck him into the dock or out of it; and that the same language was applied to all the men connected with the sevenpenny gang. Consequent on this dispute neither gang was employed, and great delay took place in the loading of the vessel. Mr. Fulton took several technical objections to the decision of the magistrate, which, however, were overruled. Mr. Macmorran admitted the appellant was a man of good character, and said the General Steam Navigation Company had no desire to press the case against him. The Bench held the offence was one of a very serious character, but taking into consideration all the circumstances, commuted the sentence to one of a fine of £10 and costs.

#### SEAMEN ACQUITTED:

At the Midleton Quarter Sessions, Oct. 28, before the Recorder of Cork, a Youghal seaman, named Patrick Doyle, pleaded not guilty to an indictment charging him with having "feloniously, unlawfully and maliciously, by a certain overt act, namely, casting off a rope fastening the vessel *Oticilius* to an iron post on the quay at Youghal, on Sept. 17 last, attempt to cast away the said ship."

Wm. O'Brien, the captain, admitted in his evidence that the only thing the defendant did was to put him to inconvenience. The captain of the *Dis Gratia*, who made the rope fast, admitted that he put no stop to the end of the rope. Such a fastening made with a grass rope might perhaps slip. Constable Whelan (Youghal) stated he saw Doyle loosen it. Witness then arrested Doyle, who denied having untied the rope. The action of the defendant seemed to witness to endanger the ship at the time. Cross-examined, he swore in the Court below that the action of the prisoner in casting off the rope endangered the lives of the men on board, but as he knew nothing about the management of a ship, he had since altered his opinion. Constable William Lyons gave corroborative evidence. Cross-examined: The unloosening the rope occupied about five minutes, but neither witness nor Whelan endeavoured to prevent Doyle, as they did not comprehend the seriousness of what he was doing. Mr. Barry then addressed the Court on a point raised by the evidence of the first witness, to the effect that the action of the defendant in casting away the rope occasioned no danger to the vessel. The section of the Act under which the indictment was brought was of a very stringent character, and if the prisoner was found guilty under it he was liable to penal servitude for life. The 44th section of the Act constituted the "attempting to set fire to, casting away, or destroying" a vessel under such circumstances a felony—that is, the defendant would be guilty of a felony if the ship was actually destroyed. Counsel pointed out that no danger was occasioned by the act of the defendant, if it was committed at all. The Recorder directed the jury to mark a verdict of not guilty on the indictment.

A verdict of "not guilty" was accordingly returned, and the prisoner was discharged.

THE mail steamer *Viscaya*, belonging to the Spanish Transatlantic Company, came into collision with an unknown schooner off the coast of New Jersey, and both vessels sank. Sixteen passengers and sixty of the crew of seventy-three men are stated to have been drowned. The steamer was on a voyage from New York to Havana.

At Maidstone Police Court on Nov. 4, George Edward Masters and his brother, George Arthur Masters, mate and seaman of the lugger *John and Charles*, trading between Rotterdam and Maidstone, were convicted of smuggling a large quantity of tobacco and cigars, the treble duty and value of which amounted to £269. In default of paying this sum they were sentenced to six months' hard labour.

HOT SHIPS.—At the Carlisle Police Court on Nov. 3, Henry Wilson, a coloured man, preferred a charge against Mr. Foster, master of the steamship *Athabasca*, for assaulting him on the high seas. Complainant was cook on board the vessel. The bench imposed a fine of 40s. and costs, or one month's imprisonment in default.—George Bernard, first mate of the British vessel *Chittagong*, was charged at the same court with assaulting Henry Anderson, A.B., on board the vessel, on Sept. 5 last. Complainant said that the boatswain and one of the crew were having a few words, and the boatswain hit the man. Witness went between them to part them, and was seized by the mate and thrown to the ground. The case was dismissed.—Thomas Davies, another A.B. aboard the vessel, charged the mate with assaulting him. He was off duty in the fore-castle, he said, when defendant ordered him to clean the place out. He refused, saying he wanted to be asked properly, not bullied. The mate then caught him round the neck, and struck him several blows on the head. A fine of 2s. 6d. was imposed. A similar charge was preferred by another of the crew of the *Chittagong* against the boatswain, George Palmer, resulting in the defendant being fined 5s. and costs. The prosecution in each case was conducted by Mr. J. H. Jones for the National Seamen's Union, Mr. David defending. At the conclusion of the cases the stipendiary said there could be no doubt the men had been insubordinate, and had threatened the officers with the Union. Mr. J. H. Jones replied "Yes," but the Union were determined to put down assaults. The stipendiary said so was he, and in bad cases he would inflict heavy penalties.

#### GENERAL NEWS.

This is an evidence of the superior character of the Yankee journalist's imagination: "John Wilson, living near Astor, Fla., in cutting a big cypress a few days ago, found therein a living alligator, 7ft. long. As the opening in the tree was not half large enough for the 'gator to get through, the presumption is that it crawled in when quite young and lived on other animals and reptiles that sought refuge there."

To a Boston interviewer Mr. Joseph Chamberlain is said to have expressed his belief that Lord Randolph Churchill would sooner or later be asked to join the Cabinet, but to have added that he should be surprised if his lordship were asked to take the leadership of the House of Commons, as there were other leading men who had better claims.

A young lady named Tag has died suddenly in Berlin from failure of the action of the heart in the rooms of a fortune-teller, after the woman had prophesied that her lover would prove untrue. The deceased was the daughter of a Privy Councillor, and was engaged to be married to an officer in the army. The fortune-teller will be prosecuted.

A sad occurrence took place on Saturday in connection with the Bolton municipal election. A mechanic, named Joseph Wolstenholm, 62 years of age, had just entered the Exchange Ward polling booth to vote, when he fell backwards into the arms of a companion, and expired immediately. A painful scene ensued when the deceased's wife identified the body. Excitement is believed to have been the cause of death.

On Saturday night, at Limoges Lunatic Asylum, a madman who had only recently been admitted got up in the middle of the night and attacked the warder with a knife, inflicting on him mortal injuries. Another warder, hearing the cries of his comrade, ran to his assistance, when the lunatic turned upon him and stabbed him. The madman then broke through a window, and jumped down on to the glass roof of a courtyard below. He was a good deal cut about, but remained there several hours, breaking to atoms every piece of glass within his reach. At length some of the warders succeeded, after great difficulty, in climbing on to the courtyard roof, and in securing the madman by throwing clothes over him so as to prevent him from struggling.

A hoax of an amusing nature has been perpetrated on the Vestrymen of St. Pancras. A day or two ago they received a printed invitation purporting to come from the churchwardens asking them to dinner at the Vestry Hall at 6 o'clock on November 8th, replies to the invitations to be sent to one of the churchwardens. Several sent notes of acceptance, and were astonished to receive the day after a circular from the churchwardens informing them that the invitation was a hoax, and that he knew nothing whatever about the dinner.

Georgia has been the scene of another terrible tragedy. A negro named General Williams, who lived at Millen, killed a five-year-old boy who had snatched something out of his hand. Afterwards, when in the custody of the police, he was met by an armed mob, who riddled him with bullets.

Early on Sunday morning, when seven miles off Spurn, the master of the smack James Emptage, of Grimsby, noticed a steamer on fire, and bore down upon her. The vessel was found to be the steamship *Manna*, of Norway, bound for Grimsby, in ballast. Her captain and crew had gone off in the small boats, but they were afterwards picked up by the James Emptage, and the steam trawler *Cinerara*. All the crew, numbering 10, were rescued, with the exception of one hand, who, being asleep below at the time, was lost with the vessel.

An inquest was held on Saturday afternoon on the mutilated remains of an elderly clerk named Robinson, who was found on Friday in the bedroom of his brother-in-law's house in Belfast. Evidence showed that the wounds were self-inflicted, and that, after cutting through the principal veins and arteries of both legs, as well as the jugular vein and carotids, he severed his windpipe with a handsaw. A verdict of suicide while temporarily insane was passed.

ENCOUNTER WITH A WHALE.—A despatch from San Francisco contains intelligence of the arrival at San Francisco of the whaling barque *John Withthrop*. On Sept. 23 a large whale was sighted, and two boats were sent to capture it. When the whale was struck by the harpoon it wrecked both boats, killing three men and breaking the legs of two others by striking them with its tail. Ten seamen were thrown into the sea, but were rescued by a third boat sent from the ship.

#### A FAIR WARNING.

Mr. Tangle: "Tommy, your mother tells me that you are falling into the evil habit of talking slang." Tommy Tangle: "Yes, pa, but I'll try not to." Mr. Tangle: "Well, you'd better not let me catch you using slang. I'd teach you! I'd pound you for a home run, young fellow, and just everlastingly knock the stuffings out of you! I'll have no slang in this house!"

## SOME FUN.

## NOT SO FRENCH AS THEY THOUGHT.

A friend sends this incident from Brookfield: "We had been doing the pottery with some of the new summerists who had just come and had enjoyed the many things we saw there. Going into one room we found several little girls varnishing the saucers of flower-pots. One of the ladies tried to converse with one of the girls, but the attempt was useless. Then the foreman said, 'She doesn't speak English; she is French.' Two of our party who had studied French and prided themselves on their Parisian accent, said they would speak to her. After some consultation one asked her if she liked the work. Silence from the French girl. Then the other began:

"Quel age avez vous?"

"Oh, shut up!" exclaimed the girl, looking up angrily.

"We concluded that her English education had commenced."—*Boston Transcript.*

## PEOPLE WHO HAVE MET ME.

I'm looking over a lot of books the other day I chanced upon one entitled "People I Have Met," and it set me thinking, not of people I have met, but of people who have met me. Among my early recollections in that line is the man who met me in his melon patch. It was not by previous appointment. Had I known that he would meet me I should have avoided the meeting. However, he met me, and there was considerable feeling evinced. At first he felt for me (there was no moon that night), but shortly afterwards I felt for myself. The memory of that meeting lingered with me long after I resumed the habit of sitting on a chair, as is laid down in common North American etiquette.

Later along in life landladies innumerable have met me, at the head of the stairs and at the front door, and usually at a time most inopportune for us both. These were meetings that embarrassed me, though they were not of my seeking. Oh, no! My tailor has met me when I had no desire to see him. The butcher has met me when I have even failed to recognise him, and the tax collector has vulgarly shouted at me from across the street. All this has hardened me, and experience has taught me that by the exercise of a little stratagem I can, in a measure, determine who can meet me and who can not, though I sometimes miscalculate in turning a corner. I have finally arrived at the conclusion that it is not the people we meet, but the people who meet us, who are apt to make our lives miserable.—*Texas Siftings.*

## MADE RICH BY A CYCLONE.

He was a Western man and he was telling several gentlemen in the smoking-car all about the natural advantages of the wild and woolly West.

"Don't you have cyclones out there sometimes?" was asked of him.

"Cyclones," was the reply, "why, of course we do, but you'll never hear me complain about that, for one of 'em made a rich man of me."

"Would you mind telling us about it?" queried one of his surprised hearers.

"Certainly not," was the reply. "Five years ago I bought a little prairie farm out in Kansas. There were no buildings of any kind upon the place when I bought it—at least nothing but a cyclone cellar. In this cellar the former occupant of the place had been content to dwell with his family, and here too my wife and I and our two small children passed our first night upon the farm. Now, gentlemen, comes the strangest part of my story. As I emerged from our cellar on the following morning the first things that my wondering eyes beheld were a beautiful house and barn upon my place. I entered the house and found that it was furnished throughout in the most elegant shape and a fine stock of provisions in the pantry. After going through the house I next visited the barn. Here, too, I found everything in first-class shape. Standing gently in their stalls were two fine cows and a horse, and in the mows I found hay enough to last 'em for months. You see, gentlemen, there had evidently been a cyclone in the night, and this house and barn had come to me from the Lord knows where. As the whole lay out was worth perhaps 10,000 dol., you can plainly see that I have no cause to kick about Western cyclones."

"But," said one of the gentlemen in a hesitating way, as if he hated to suggest the idea, "are you not afraid that another cyclone may come along some time and take the house and barn again?"

"Gentlemen," replied the Kansas man as he calmly bit off the end of a fresh cigar, "I shall borrow no trouble in regard to the matter. I am one of those kind of fellows who believe in letting well enough alone. I shall sell the place at the first opportunity."—*New York Mercury.*

## WANTED—A LOCKSMITH.

Bulkins: "Stop! Hol' on! There, Hannah, you've done it! Such a careless girl I never see." Hannah (leaving the piano): "Done what, papa?" Bulkins: "You've done gone locked th' piano and all the keys inside her!"

## HE DID HIS PART. M.A.S.

Literary aspirant (in his appeal to editor): "I have written poems, sketches, and stories for leading periodicals."

Editor: "In which leading periodical have your articles appeared. I do not remember seeing your name in any."

L.A.: "They never appeared; but that was not my fault. I wrote them all the same."

## HE COULD NOT AFFORD TO.

"You shouldn't be so extravagant," remarked a young man to a friend. "Why don't you economise?"

"I don't know of any way to do it."

"Well, for instance, instead of buying a new suit you might have worn your last winter's clothes."

"No; it wouldn't do. I'm not wealthy enough to do anything like that."

## A DISAPPOINTMENT.

She: "So, Jack, your rich uncle is dead, and I suppose you will inherit a good share of the property. I know he promised to remember you in his will."

He: "No, I am just as poor as ever. My uncle kept his word, though."

She: "Why, what do you mean?"

He: "This is what the will said: 'I promised to remember my nephew, Jack, in making my will. I remember the young scamp so clearly that I shall not leave him a cent.'"

## MASTERS' AND MATES' EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices Individual attention. Terms moderate. Address—8, Princess Terrace, Greengate, Barking-rd., London, E. Convenient to the Docks.

## NOTICE TO BRANCH SECRETARIES.

Having had information that it is probable that certain persons are likely to apply for tickets from the Sailors' and Firemen's Union, I beg to caution all Branch secretaries not to grant tickets to the following, as they have not applied to re-join our Union:—

George Nicholls, barge *Diligent*,  
Joseph Nicholls, " *United*,  
William Rye, " *Alabama*,  
George Douglas, " *Edward*,  
Edward Smith, " *Preston*,  
William Shrubbsall, " *Harriett*.

JAS. TOOKEY, Branch Sec. & Vice-president.  
The Rochester, Sittingbourne, Maidstone,  
and Faversham Bargemen and Watermen's Protection Society, No. 3,  
"Perseverance Lodge," Red Lion Inn, Faversham, Nov. 4, 1890.

## BRISTOL BRANCH.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

## ROYAL ALBERT MUSIC HALL VICTORIA DOCK ROAD, LONDON.

(Canning Town Rail Station), Mr. C. Relf, Sole Proprietor)

## EXCELLENT ENTERTAINMENT.

Recommended by Samuel Pimms, Esq., and SEAFARING. Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.; Upper Circle, 6d.; Balcony, 4d.

The Hall can be hired for Benefits on reasonable terms; apply to the Proprietor. Persons travelling by train allowed 3d. on production of ticket.

## M. WORTMAN,

(From the STRAND)

## The Celebrated Cutter,

## AND FASHIONABLE TAILOR,

17, VICTORIA DOCK ROAD,

LONDON, E.

## NOTICE.

## UNION OF SHIPMASTERS AND OFFICERS OF GREAT BRITAIN AND IRELAND.

The Shipmasters and Officers in Sunderland, Newcastle, South Shields, Burntisland, Glasgow, Bristol, Hull, Newport, Cardiff, London, Goole (with additional pilots money as per custom of the Port of Goole) having sent in schedules of the rates of pay adopted by them in their respective ports and districts, to the head office of this Union, with requests that the Formation Committee and the Council should consider them, and construct therefrom a schedule of fair minimum rates for each trade and size of ship and steamer. The Committee have duly considered the rates submitted to them, and having had the opinions of many Shipmasters and Officers who are in actual employment at the present time, who strongly support the undiminished rates, it has been decided that the following should be accepted, and recommended as fair and minimum rates, and that they come into force on the 1st day of December, 1890.

STEAMSHIPS.—*Baltic, Mediterranean, and Black Sea Trades.*—300 to 600 tons, master £17, mate £16, 2nd mate £7, 3rd mate £6; 600 to 900 tons, master £18, mate £17, 2nd mate £8, 3rd mate £7; 900 to 1,500 tons, master £19, mate £18, 2nd mate £8 10s., 3rd mate £8 10s.; 1,500 to 2,000 tons, master £20, mate £19, 2nd mate £9, 3rd mate £8. *North Atlantic.*—300 to 600 tons, master £20, mate £19, 2nd mate £8 10s., 3rd mate £7; 600 to 900 tons, master £20, mate £19, 2nd mate £8 10s., 3rd mate £7; 900 to 1,500 tons, master £21, mate £19, 2nd mate £9, 3rd mate £7 10s.; 1,500 to 2,000 tons, master £22, mate £20, 2nd mate £9, 3rd mate £7 10s. *South Atlantic.*—300 to 600 tons, master £20, mate £19, 2nd mate £8 10s., 3rd mate £7; 600 to 900 tons, master £21, mate £19, 2nd mate £8 10s., 3rd mate £7; 900 to 1,500 tons, master £21, mate £19, 2nd mate £9, 3rd mate £7 10s.; 1,500 to 2,000 tons, master £22, mate £20, 2nd mate £9, 3rd mate £7 10s. *East and West India, Australia, West Coast of Africa.*—300 to 600 tons, master £21, mate £19, 2nd mate £8 10s., 3rd mate £7, 4th mate £6; 600 to 900 tons, master £22, mate £20, 2nd mate £9, 3rd mate £7 10s., 4th mate £6 10s.; 900 to 1,500 tons, master £22, mate £20, 2nd mate £9 10s., 3rd mate £8, 4th mate £7; 1,500 to 2,000 tons, master £22, mate £20, 2nd mate £9 10s., 3rd mate £8, 4th mate £7. *Oil-carrying Steamers, any tonnage.*—Master £25, mate £14, 2nd mate £10, 3rd mate £8. *Baltic, Black Sea, Weekly Rates. No Provisions.* Coasting—300 to 600 tons, master £16, mate £15, 2nd mate £4 5s.; 600 to 900 tons, master £16, mate £15, 2nd mate £4 5s.; 900 to 1,500 tons, master £16, mate £15, 2nd mate £4 5s.; 1,500 to 2,000 tons, master £16, mate £15, 2nd mate £4 5s.

SAILING SHIPS.—*Any Trades.*—200 to 400 tons, master £15, mate £8. *Cape Horn Trade.*—400 to 1,000 tons, master £20, mate £12, 2nd mate £3, 3rd mate where carried £6; 1,000 tons and upwards, master £22, mate £13, 2nd mate £9, 3rd mate where carried £6. *East and West Indies.*—400 to 1,000 tons, master £18, mate £10, 2nd mate £1, 3rd mate where carried £6; 1,000 tons and upwards, master £19, mate £12, 2nd mate £8, 3rd mate where carried £6. *Baltic, Mediterranean, Black Sea.*—400 to 1,000 tons, master £16, mate £8, 2nd mate £6 10s.; 1,000 tons and upwards, master £17, mate £11, 2nd mate £7 10s., 3rd mate where carried £6. *Overtime Scale, Officer's Rate.* In all vessels cargo being worked before 6 a.m. after 6 p.m. (Sundays and Holidays included), be paid at the rate of 1s. per hour, the same to be entered on Ship's Articles.

Trusting that the Shipowning community will see the justice of the rates in ratio to the rates of all others that are employed by the Shipowner.

For the Committee,

GEO. T. LUCCOCK,  
Assistant Secretary.

## GRIMSBY FISHERMEN'S TRADE UNION.

WANTED, a Youth, as Clerk in the Office. Tenders to be sent to Unity House, in own handwriting, stating wages required.

R. FRAYNE

## TO CAPTAINS AND PURSERS.

A respectably-connected and well-educated youth wishes to go to sea as under steward. Address J.E.R., 116, Oakfield-road, Anerley, S.E.



## NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

### TOWER HILL BRANCH.

#### IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-GOOSE, 17, KING STREET, over Lockhart's Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,

General Secretary.

### TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

### SAFE ANCHORAGE. WHERE TO BOARD.

#### UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 19, High-street.  
" Mrs. Mooney, 6, Holm-st., Cadoxton.  
CARDIFF.—Seamen's Institute, West Butte-street.  
GLASGOW.—James Bracken, 182, Broomielaw.  
HULL.—N.A.S. & F. Union Home, 13, Robinson-row, Dagger-lane.  
" William Guy, 7, Posterngate.  
LONDON.—Mrs. C. Marrington, 76a, Minories (for officers).  
" N.A.S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.  
NORTH SHIELDS.—Union Seamen's Home, 31, Duke-street.  
PLYMOUTH.—Mr. Stephens, 11, Bath-street.  
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.  
SWANSEA.—E. Dann, 3, Strand.

THE UNION PUBLIC-HOUSE IN GLASGOW  
IS THE  
HEBRIDEAN VAULTS,  
JAMES WATT STREET.

### PERCY'S TEMPERANCE HOTEL, ANALBY ROAD, HULL.

Opposite the Excursion Platform, Paragon Station.  
MEALS AT ALL HOURS AT MODERATE CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and their Wives. Private or Public Rooms. Stewards can safely recommend this House to Passengers.

PROPRIETOR—ALBERT PERCY,  
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### N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

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### SAMUEL BEGG, Treasurer Hull Branch N.A.S. & F.U. TURK'S HEAD HOTEL, MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING  
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WINES, SPIRITS, BEERS, AND CIGARS OF THE  
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Four Doors from Green's Home Branch Office.

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HOME COMFORTS STUDIED. TERMS MODERATE.  
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### MRS. M. JONES,

Having returned to the Tyne, has opened the  
**UNION SEAMEN'S HOME,**  
31, DUKE ST., NORTH SHIELDS,  
Where Seafaring men will be treated in strict  
accordance with Union principles.

### CAPTAIN E. DANN, BOARD AND LODGINGS BY DAY OR WEEK, 3, STRAND, SWANSEA.

ALSO  
**SEAMEN'S OUTFITTING STORES,**  
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**£20**  
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Write for Illustrated Guide (24 pages, three stamps). "How to open respectably, £20 to £1,000,"—TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 184, BUSTON-RD., LONDON, the largest and oldest complete Tobacconists' Furnishers in London.

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Seafaring Men of all Classes will find the above  
Establishment the best place to get  
**GOOD MEALS AT MODERATE CHARGES**  
Attention & Civility Guaranteed.

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### Mrs. G. GAWLER'S

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Seamen Boarded by Day or Week according  
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Honorary Member—Recipient of Gold Medal from  
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### THE ANCHOR HOUSE, 11, COMMERCIAL ST., LEITH,

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Suits made to measure on the shortest notice and most  
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A Speciality is our  
**OILSKINS**

made on the premises, without the manufacturers' profit.  
Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to  
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**SAILORS' OUTFITTER**  
In all its Branches.

### WILLIAM GUY, BOARD & LODGING HOUSE,

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(OPPOSITE THE SHIPPING OFFICES),  
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Union men frequenting BARRY DOCK are  
respectfully requested to Board at

**MRS. MOONEY'S,**  
6, HOLM ST., CADOXTON.  
(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address.

SEAMEN should visit this Establishment.  
(Close to East India Dock.)

**WATCHMAKERS, JEWELLERS, & COMPLETE  
SEAMEN'S OUTFITTERS.**

All Seamen going to GRANGEMOUTH should visit

**WALKER & CO.,  
DRAPERS AND OUTFITTERS,  
GRANGE ST., GRANGEMOUTH.**

Where there is always a large selection of reliable goods to choose from.  
Largest Stock of Ready-made Suits, Shirts, Flannels, Semmits, and all descriptions of Underclothing required by Seamen.

Braces, Collars, Ties, Boots, etc., etc.  
Suits Made to Measure in best possible style by experienced workmen, from 40s. to 25 10s.  
Large Assortment of Oilskin Coats, Trousers, and South-westerns of our special guaranteed make

**SPECIAL NOTICE TO UNION MEN  
WM. MILLER & CO.,  
GLASGOW HOUSE,  
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Keep a large and Complete Stock of  
**SEAMEN'S OUTFITTING**  
In all its Branches. Advance Notes cashed for 1s. in the Pound. All Goods marked in Plain Figures.  
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One minute's walk from Cadoxton Railway Station and Wenvoe Hotel.

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SHOULD GO TO THE  
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CARTES DE VISITE,  
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70, 72, & 74, RATHBONE STREET,  
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28 & 29, GREEN ST., UPTON PARK, E.  
Houses Furnished from 10 to 100 gs.**

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PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
BUSH RUGS & COLOURED BLANKETS  
Sent free to any part of the Kingdom on receipt of  
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**G. GEMMELL,  
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UNION CLOTHING SHOP,  
Is the BEST HOUSE in the EASTERN COUNTIES  
FOR  
EVERY DESCRIPTION  
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SEAMEN'S CLOTHING.  
AT PRICES THAT CANNOT BE BEATEN.**

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SHOULD GO TO**

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130 & 144a, VICTORIA DOCK RD.,  
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For Serges, Oilskins, Guernseys, Officers' and  
Seamen's Caps and Hosiery.  
Hats, Ties, Scarves, Collars, &c., of the Newest  
Style.**

### NOTICE.

To Members of the National Amalgamated  
**SAILORS' AND FIREMEN'S UNION.**  
All Union Men arriving at or sailing from  
LEITH are invited to visit

**L. HYMAN'S  
Pawnbrokers' Salerooms & Seamen's Outfitting Stores  
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Where he has always on hand a large stock of New and Second Hand Clothing, suitable for Seamen, at prices to suit everyone. Also large quantities of unfreezed pledges, consisting of Gold and Silver Watches, Sextants, Optical Goods, Marine and Field Glasses, at really low prices.

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N.B.—Members of the Seamen's and Firemen's Union supplied on Special Terms. Advance notes cashed at a very small percentage.

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Will find all their requirements at  
"LIVERPOOL HOUSE,"  
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This is one of the Largest, Cheapest, and most  
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We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

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N.B.—Wholesale Department for Slop Chests. Price List on application.

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WALKER & JOHNSTONE,  
GENERAL DRAPERS,  
Clothiers, Hatters, and Outfitters,  
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Large Stock of Ready-Mades of every description always on hand.  
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.  
Seamen's Outfits of all kinds. Tailoring in all its Branches, at Lowest Cash Prices.

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Members of the Seamen's and Firemen's Union supplied at lowest Cash Price.  
**A TRIAL SOLICITED.**

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Liberal advances made on all kinds of property.

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Seamen and Firemen supplied with all kinds of Stores, best quality, at Lowest Prices.

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WILLIAM HEMINGWAY,  
TAILOR, DRAPER, & OUTFITTER,  
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(NEAR THE DOCK).**

A Large Assortment of Ready-made Clothes. Oilskin Jackets and South-westerns, always on hand.

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A Large Stock of Seamen's Clothing always on hand.

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Seafaring men cannot do better than buy their CLOTHING at McCann & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.  
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**ALLSOPP'S MILD & BITTER ALES & STOUT.**  
Choice Wines. Cigars of the Finest Quality.  
Middle-borough Branch Meetings of the Sailors' and Firemen's Union held at this house.  
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